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DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

Minister
HON. H. H. STEVENS, M.P.

Deputy Minister
JAS. G. PARMELEE

ANNUAL REPORT

OF THE

Board of Grain Commissioners
for Canada

FOR THE YEAR

1931



OTTAWA
F. A. ACLAND
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REPORT OF THE BOARD

BOARD OF GRAIN COMMISSIONERS FOR CANADA

WINNIPEG, MAN., January 19, 1932.

Hon. H. H. STEVENS,
Minister of Trade and Commerce,
Ottawa.

SIR,—As required in section 23 of the Canada Grain Act, we have the honour to report to you on the administrative problems which have confronted the board during the past calendar year.

The year under review includes the completion of the first crop year under the present statute to which reference was made in our last annual report, and it is now possible to arrive at a judgment as to the practicability of the legislation.

We are of the opinion that the principle embodied in this Act meets generally with the approval of Western public opinion representing as it does a fair compromise between two schools of thought and the terms of the legislation have proved to be practical and have in no way interfered with the conduct of the grain business in its major aspects.

The legislation in regard to terminal elevators has clarified the position of their warehouse receipts which has undoubtedly had a beneficial effect upon finance and bonding arrangements.

The method prescribed by the Act, of dealing by regulation with the detail of the business under administration has proved to be flexible and satisfactory and eliminates the necessity of constantly amending the Act to meet the situations which are very often seasonal.

Having due regard to the wide-flung ramifications of the Grain Trade in Canada and the detail in which it is administered the provisions of the statute have been observed with extraordinary faithfulness by the various interests engaged therein. We are of the opinion that the general public is in receipt of service of a high order in the handling of grain.

The statute has developed no apparent weakness so far and the various provisions have worked out satisfactorily.

COUNTRY ELEVATOR OVERAGES

This question received some prominence during the year owing to the inquiry conducted by the Williams Royal Commission appointed for the Manitoba Government.

The board went very fully into the whole question and had a thorough examination made of the records of all Public Country Elevators without, however, being able to discover weighing practices which might be termed vicious. We have drawn to the attention of all licensees the points on their particular systems where overages were in excess of the legal maximum and required an explanation of the same.

The majority of these explanations were satisfactory and where not completely so, the board has required the registration of the agent's name in order that his future actions may have specific attention.

The board are fully aware of the difficulties not only of determining the actual overage at a country elevator but also the problem the licensee has to

administer a line of them. The board's policy has therefore been not to create hardship by a ready acceptance of the belief that intent to defraud was present with an overage, in view of the fact that as a whole overages for the year under review were under one-half of one per cent but rather to bring pressure to bear to assure an improvement in the service to the public with the rapid elimination of buyers with a bad record of overages over two or three seasons.

There are, however, two points which we would stress particularly:—

1. That shortages at certain country elevators do not justify the existing of overages at other points.
2. That grade losses do not justify overages in weights.

COMMITTEES ON GRAIN STANDARDS

Committees on Grain Standards for the crop year 1931-32 were constituted by the Board in accordance with section 25 of the Canada Grain Act, 1930, as follows:—

COMMITTEE ON WESTERN GRAIN STANDARDS

E. B. Ramsay, Chief Commissioner, Board of Grain Commissioners.

D. A. MacGibbon, Commissioner, Board of Grain Commissioners.

C. M. Hamilton, Commissioner, Board of Grain Commissioners.

J. D. Fraser, Chief Inspector, Board of Grain Commissioners.

George Serls, Chairman, Grain Appeal Tribunal, Winnipeg.

George Hill, Chairman, Grain Appeal Tribunal, Calgary.

C. R. Manahan, Chairman, Grain Appeal Tribunal, Edmonton.

Dr. F. J. Birchard, Chemist in charge, Grain Research Laboratory.

L. H. Newman, Dominion Cerealists.

H. Sellers, representing the millers.

George Bennett,

W. H. Fairfield,

C. C. Gillis,

W. McLeod,

J. D. Read,

Dean A. M. Shaw,

J. Wellbelove,

A. E. Wilson,

W. Wright,

Dr. G. P. McRostie

P. V. Wright,

D. A. Kane,

K. Campbell, representing Grain Growers in British Columbia.

C. J. Drake, Secretary.

} representing Grain Growers in Alberta.

} representing Grain Growers in Saskatchewan.

} representing Grain Growers in Manitoba.

COMMITTEE ON EASTERN GRAIN STANDARDS

D. A. MacGibbon, Commissioner, Board of Grain Commissioners.

C. M. Hamilton, Commissioner, Board of Grain Commissioners.

Norman Wight, representing the Montreal Board of Trade.

E. D. Sullivan, representing the Toronto Board of Trade.

T. A. Climo, representing the exporters of grain.

C. H. G. Short and J. J. Page, representing millers of wheat in the Eastern Division.

H. A. Gilroy and W. A. Amos, representing Grain Growers in Ontario.

J. D. Fraser, Chief Inspector, Board of Grain Commissioners.

J. M. Vittie, additional.

G. E. McConney, additional.

F. D. Tolchard, Secretary, Toronto.

H. C. Beatty, Secretary, Montreal.

Meetings of these committees were convened by the Board as follows:—

Western Committee at Winnipeg—October 15, 1931.

Eastern Committee at Toronto—November 20, 1931.

Eastern Committee at Montreal—November 23, 1931.

Western Committee

This committee at the meeting held in Winnipeg on October 15 and 16, 1931, selected and settled standard samples of the following statutory grades:—

Wheat—

Manitoba 1 Hard,
Manitoba 1 Northern,
Manitoba 2 Northern,
Manitoba 3 Northern,
Manitoba 4 Northern,
1 C.W. Amber Durum,
2 C.W. Amber Durum,
3 C.W. Amber Durum,
1 C.W. White Spring,
2 C.W. White Spring.

Barley—

No. 2 C.W. Two Row,
No. 3 Extra C.W. Two Row,
No. 3 C.W. Six Row,
No. 3 Extra C.W. Six Row,
No. 2 C.W. Trebi,
No. 3 Extra C.W. Trebi,

Barley.—Con.

No. 3 C.W.,
No. 4 C.W.,
No. 5 C.W.

Oats—

No. 1 C.W. White,
No. 2 C.W. White,
No. 3 C.W. White,
Extra 1 Feed,
1 Feed,
2 Feed.

Rye—

No. 1 C.W.,
No. 2 C.W.,
No. 3 C.W.

Flax—

No. 1 C.W.

This committee also selected and settled standard export samples of Spring wheat for the first five grades specified in Schedule 1 of the Canada Grain Act, 1930, viz:—

No. 1 Manitoba Hard, No. 1 Manitoba Northern, No. 2 Manitoba Northern, No. 3 Manitoba Northern, No. 4 Manitoba Northern, and for No. 5 wheat (Commercial grade).

The following resolution was passed at this meeting:—

“That this Western Committee on Grain Standards recommend that after the 31st of July, 1932, Garnet wheat shall not be graded in the first four grades of Red Spring wheat as specified in schedule 1 of the Canada Grain Act, 1930, and further recommend that the following grades be established:—

No. 1 C.W. Garnet wheat,
No. 2 C.W. Garnet wheat,
No. 3 C.W. Garnet wheat,

and that any Garnet wheat that cannot be assigned to these grades on account of special characteristics shall be graded No. 4 Northern or in the Commercial grades of Red Spring wheat according to the standards established for such grades.”

The committee delegated the naming and defining of any further commercial grades and the selection and settlement of the standard samples thereof to a sub-committee of its members, the personnel of which sub-committee was as follows:—

C. M. Hamilton, Commissioner, Board of Grain Commissioners.
J. D. Fraser, Chief Inspector, Board of Grain Commissioners.
F. J. Birchard, Chemist in charge, Research Laboratory.

George Serls, Chairman, Grain Appeal Tribunal, Winnipeg.
 D. A. Kane and
 A. E. Wilson, } representing the growers.

This sub-committee met at Winnipeg on the 2nd of December, 1931, and selected and settled the standard sample of Number Six wheat.

EASTERN COMMITTEE

At the meeting held in Toronto on November 29, 1931, this committee selected and settled standard samples of the following statutory grades of grain grown in the Eastern Division:—

Wheat—

No. 2 Spring,
 No. 1 White Winter,
 No. 2 White Winter,
 No. 3 White Winter,
 No. 2 Red Winter,
 No. 1 Mixed Winter,
 No. 2 Mixed Winter.

White Oats—

No. 1 White,
 No. 2 White,
 No. 3 White,
 No. 4 White.

Rye—

No. 1 Rye,
 No. 2 Rye,
 No. 3 Rye.

Barley—

No. 2,
 No. 3 Extra,
 No. 3,
 No. 4,

White Peas—

No. 1,
 No. 2,
 No. 3.

Buckwheat—

No. 1,
 No. 2,
 No. 3.

and also selected and settled standard sample of No. 1 Commercial wheat.

Standard samples for the following grades of grain of United States origin were selected and settled by this committee at the adjourned meeting held in Montreal on November 23, 1931:—

Wheat—

1 Hard Winter,
 2 Hard Winter,
 3 Hard Winter,
 2 Amber Durum,
 2 Mixed Durum,
 2 Red Durum,

Rye—

1 Rye Western,
 2 Rye Western.

Oats—

2 White Clipped Oats,
 3 White Clipped Oats.

Barley—

2 Barley.

The Eastern Committee recommended that buckwheat containing 19 per cent moisture or over be classified as "damp" and also that the Board of Grain Commissioners consider the advisability of establishing grades for field beans.

GRAIN APPEAL TRIBUNALS

The Grain Appeal Tribunals as constituted by the board at Winnipeg, Calgary and Edmonton in the Western Division and at Toronto and Montreal in the Eastern Division continued in operation during the year 1931.

The following changes occurred in the personnel of these Tribunals:—

Calgary: D. L. McLean resigned.

Toronto: C. B. Watts appointed chairman vice A. D. Hogg deceased. L. S. Johnston appointed member vice C. B. Watts.

Dr. C. N. Bell, Secretary of the Winnipeg Tribunal, retired on superannuation after many years efficient service under the board and Mr. C. J. Drake was appointed to this position.

The personnel of these tribunals is as follows:—

<i>Winnipeg</i>	<i>Calgary</i>	<i>Edmonton</i>
George Serls (chairman),	George Hill (chairman),	C. R. Manahan (chair'n),
Grant Hammond,	W. W. Cumming,	J. W. Allen,
J. McMahon,	S. J. Ewing,	W. H. Boyle,
A. F. Moore,	J. A. Harris,	A. Fraser,
J. Murray,	W. McLeod,	C. C. Gillies,
S. C. Swanton,	E. J. Munson,	J. A. Kyle,
C. J. Wells,	A. Piersen,	L. T. Ingram,
P. V. Wright,	C. W. Roenish.	R. H. Settle,
C. J. Drake (secretary).	F. W. Mackenzie (sec'ry).	F. J. Wolfe,
		John Blue, (secretary).

<i>Toronto</i>	<i>Montreal</i>
C. B. Watts (chairman),	C. B. Esdaile (chairman),
C. W. Band,	B. J. Bolan,
R. I. Braiden,	A. Chaplin,
N. H. Campbell,	T. B. Earle,
D. O. Ellis,	R. Hume,
C. W. Heimbecker,	H. C. Beatty (secretary).
L. S. Johnston,	
W. H. McCarthy,	
G. E. McConney,	
E. D. Sullivan,	
F. D. Tolchard (secretary).	

SUMMARY OF APPEALS FOR THE CROP YEAR ENDED JULY 31, 1931

—	Number of appeals held	Number of appeals allowed		Number of appeals disallowed
		Raised	Lowered	
Winnipeg.....	771	64	2	705
Calgary.....	559	103	29	427
Edmonton.....	727	56	3	668
Toronto.....	2			2
Montreal.....				

We have to record with regret the retirement at December 31, 1931, on superannuation of Mr. George Serls, Chairman of the Grain Appeal Tribunal at Winnipeg, after thirty-two years' service under the Government as Deputy Grain Inspector, Grain Inspector, Chief Grain Inspector and Chairman of the Grain Appeal Tribunal, Winnipeg. Mr. Serls has been closely associated with the inspection of grain for over forty years and has done much to build up and maintain the reputation of the Canadian Grain Inspection service not only in the Dominion but in importing countries.

COUNTRY MEETINGS

During the latter part of the year under review the Chief Commissioner attended on invitation the annual meeting of the Alberta Wheat Pool at Calgary on November 28, and that of the Saskatchewan Co-operative Wheat Producers Limited at Regina on November 22.

In addition to this Mr. Ramsay held a series of meetings in Alberta as follows:—

Wainwright, Alta., October 26, 1931,
 Viking, Alta., October 27, 1931,
 Tofield, Alta., October 28, 1931,
 Grande Prairie, Alta., October 30, 1931,
 Pouce Coupé, B.C., October 31, 1931.
 Hythe, Alta., November 2, 1931,
 Spirit River, Alta., November 3, 1931,
 Fairview, Alta., November 4, 1931,
 Berwyn, Alta., November 5, 1931,
 Falher, Alta., November 6, 1931,
 High Prairie, Alta., November 6, 1931,

and has the following program before him in the new year:—

Wadena, Sask., January 25, 1932,
 Watson, Sask., January 26, 1932,
 Melfort, Sask., January 28, 1932,
 Tisdale, Sask., January 29, 1932,
 Prince Albert, Sask., January 30, 1932,
 Shellbrook, Sask., February 1, 1932,
 Shell Lake, Sask., February 2, 1932,
 Blaine Lake, Sask., February 3, 1932,
 Birch Hills, Sask., February 4, 1932,
 Rosthern, Sask., February 6, 1932.

The Assistant Grain Commissioner for the province in which the meeting is held accompanies him.

Mr. T. J. Harrison, Assistant Grain Commissioner for Manitoba, has arranged meetings as follows:—

Swan River, Man.—Five lectures at School of Agriculture held under the Extension Service, Manitoba Department of Agriculture.

St. Rose, Man.—Three lectures at Agricultural Short Course, held under the Extension Service, Department of Agriculture.

The board are glad to do this work as time or opportunity affords in order to discuss first hand with farmers or grain operators their problems as affected by the Canada Grain Act.

COUNTRY ELEVATOR INSPECTION

The board has adopted the practice during the summer months of inspecting country elevators through the Assistant Grain Commissioners. The statute calls for certain information being posted in these houses and also the provision of certain appliances for the proper handling and grading of grain and we believe that this action is beneficial to everyone concerned.

We have found that local grain buyers welcome this and discuss with the Assistant Commissioners quite freely their various problems and seek information in regard to the legislation that governs their operations.

The main idea is chiefly educational rather than minatory and we hope that circumstances will permit of these visits being kept on this basis.

The number of elevators visited is as follows:—

Alberta	281
Saskatchewan	110
Manitoba	278

669

COMMISSION ON TRADING IN GRAIN FUTURES

On the instructions of the department, the Board made all necessary arrangements for the sessions held in April, 1931, at Winnipeg, Regina and Calgary by the Commission on Trading in Grain Futures. Two members of the board's staff were loaned to assist the secretary of the commission and at the request of Sir Josiah Stamp, G.B.E., Chairman of the Commission, Commissioner D. A. MacGibbon accompanied the commission to Regina, Calgary, Minneapolis and Chicago.

AUDIT OF GRAIN HANDLED BY PUBLIC AND SEMI-PUBLIC TERMINAL ELEVATORS
DURING CROP YEAR ENDED JULY 31, 1931

At the end of the crop year 1930-31 all grain in store in the eight elevators licensed by the board to operate as public terminal elevators and the twenty-six elevators licensed by the Board to operate as semi-public terminal elevators was weighed over by officials and employees of the Board in order to compare such stocks with the records of receipts and discharges of grain therein and therefrom; to ensure that all liabilities of the elevator operators in regard to outstanding warehouse receipts were fully covered by actual stocks in store, and also to establish whether the provisions of the Canada Grain Act in regard to the binning of the various grades of grain had been properly observed.

From the statements of this audit prepared by the Statistics Branch, licensees of the elevators concerned were ordered by the board to make certain minor adjustments in order to provide that the outstanding warehouse receipts were covered by actual stocks in store and these adjustments were duly carried out.

On applying the provisions of section 138 of the Canada Grain Act, 1930, to the statements of this audit, it was found that in three cases excessive overages were disclosed and the excess above one-quarter of one per cent in the amounts shown below was demanded by the board from the licensees concerned:—

Manitoba Pool No. 1, Port Arthur—	1,481.00 bushels	No. 1 Manitoba Hard,
	less 339.00 bushels	No. 1 Manitoba Northern.
Manitoba Pool No. 2, Port Arthur—	6,241.40 bushels	No. 1 Manitoba Hard wheat.
	less 4,323.50 bushels	No. 1 Manitoba Northern.
Alberta Wheat Pool, Victoria, B.C.—	408.50 bushels	No. 1 Manitoba Hard.
	2,612.10 bushels	No. 1 Northern.
	7,739.00 bushels	No. 2 Northern.

Settlement has been received by the board from the Manitoba Wheat Pool in the amount of \$1,784.19 covering the excesses due from their No. 1 and No. 2 elevators at Port Arthur but no settlement has yet been received from the Alberta Wheat Pool.

SECRETARY TO THE BOARD

The report of the secretary to the board is attached as Appendix No. 1 for your information and gives in detail the routine activities for the year. The work has been maintained at a high state of efficiency and is fully up to date.

REPORT OF THE REGISTRAR

The details of this important department are attached as Appendix No. 2 for your information.

REPORT OF THE CHIEF INSPECTOR

The details of the grain inspected during the past crop year are attached as Appendix No. 3.

REPORT OF THE CHIEF WEIGHMASTER

The report of the Chief Weighmaster for the crop year ended July 31, 1931, is attached for your information as Appendix No. 4.

CANADIAN GOVERNMENT ELEVATORS

The report of the general manager of the elevators under administration by the board is attached for your information as Appendix No. 5.

We regret having to record the death of Mr. S. C. Brown, Superintendent of the Calgary Elevator after eighteen years of valuable service. The vacancy thus created in the staff was filled by the appointment of Mr. D. L. McLean.

GRAIN RESEARCH LABORATORY

A statement submitted by Dr. F. J. Birchard, Chemist in Charge, giving a summary of the special investigations and work carried out by the Grain Research Laboratory during the past year is attached herewith for your information as Appendix No. 6.

A detailed report of the work of the laboratory has been prepared and this will be submitted for your information with the recommendation that it may be published separately.

REVENUE AND EXPENDITURE

A statement of the revenues and expenditures for the crop year ended August 31, 1931, is attached as Appendix No. 7 for your information.

In this connection we would point out that the revenue for the year shows an approximate increase of \$265,364 in the Western Inspection Division. This is accounted for by the larger crop movement during the period under review. The expenditures, however, show an increase of \$118,986, partly due to statutory increase in the pay of the personnel and also to the larger expense in handling the increased crop movement. The operating deficit for the year is \$634,396.81 as compared with \$780,774 last year. The Eastern Division also shows a deficit of \$20,317.41, making a total deficit for the year of \$654,714.22 as compared with \$790,603.34 the previous year. It will of course be realized that both these years were years of abnormally low crop production. The movement of grain has also been abnormal with a tendency to carry large stocks of grain in the country elevators. These stocks of grain are not revenue producing until they arrive at the terminal points.

There is no doubt, however, that the service given in connection with the inspection of grain is out of proportion to the charge made for the same. The weighing fees and other service charges are adequate to carry the services rendered. The deficit occurs in the Inspection Department, and while there is some over-lapping of the service to producers this over-lapping is statutory and the Board is unable to overcome this disability which it would be necessary to do in order to place the administration of the Act on a self-supporting basis. It might also be suggested that the inspection fee be increased to \$1 per thousand bushels in lieu of \$1 per car as at present. When the present fee was set shipments were in cars of approximately one thousand bushel capacity. This has now been increased to cars with capacity running up to two thousand bushels so that such action would not mean any material increase in the cost per bushel.

Every economy that is possible has been effected by the board during the year but the limit in this respect has been run in view of the statutory requirements imposed on the board by the Act.

DISTRIBUTION OF THE WHEAT BONUS

The board were requested by the Government to administer "An Act Respecting Wheat," chapter 60, 21-22, George V. This Act authorized the distribution of five cents per bushel to the grower for every bushel of wheat grown in the province of Alberta, Saskatchewan and Manitoba in the year 1931 and delivered to any licensed elevator in the Western Division, commission merchant, track buyer or grain dealer as defined in the Canada Grain Act.

The board were glad to undertake this work for the Government and were able to make arrangements with the various elevator companies for the distribution to the farmer and also with the banks for the payment of the cheques. A report of the details of the work by the officer-in-charge is attached for your information as Appendix No. 8, and we would like to record our appreciation of the co-operation and assistance we have received from these elevator companies and banks which made it possible to distribute the bonus with the promptness and efficiency that is necessary.

The large amount of work which is entailed in such a distribution will be gleaned from the report of Mr. H. A. Scott, and we may say that in no instance was any remuneration paid to those people who co-operated with us in this distribution notwithstanding the tremendous amount of detail work involved. The system adopted by the board for the distribution of the same is as follows:—

As the wheat is delivered to a licensee a special bonus certificate representing five cents for each bushel of wheat delivered is made out and handed by the licensee or his agent to the grower. These certificates bear a certificate to be completed by the grower to certify that he is the actual grower of the grain and entitled to the bonus thereon. On endorsement and completion of this certificate by the grower the bonus certificates are payable at any branch of any chartered bank in Canada. After paying the certificates the banks file them in special envelopes with the total amount shown on the face thereof. The banks then clear the envelopes through their Winnipeg office daily and are reimbursed by the Bank of Nova Scotia, Winnipeg, on behalf of the board for the amounts paid on these certificates.

The vouchers and envelopes containing original certificates are then submitted daily by the Bank of Nova Scotia to the board. After the vouchers are verified a cheque is issued by the board to the Bank of Nova Scotia for the amount disbursed.

All paid original certificates are checked with the duplicates of the bonus certificates which are forwarded by licensees direct to the board.

It was necessary to employ a temporary staff and the board gave employment to those people who had previously been employed by the Department of the Interior but who had been laid off in view of the changes in that department. They further employed those members on the Civil Service eligible list who were awaiting appointment, and the balance of the staff were taken from the ranks of the unemployed clerks whom the business depression had placed in this position. Some effort has been made to rotate the work so that it would be available to as many people as possible. We are now able, however, to employ a considerable number of our own staff on this work and it will be necessary to reduce the personnel of the staff quite considerably in view of the falling off in deliveries of wheat to licensed dealers.

The various rulings of the board in connection with this legislation are appended herewith.

All inquiries and correspondence regarding the regulations and rulings in connection with the distribution of the bonus have been handled directly from the board's executive offices and up to December 31, 1931, approximately eight hundred inquiries have been received by the board.

In accordance with the regulations all disputes as to the party entitled to receive the bonus have been referred to the board. Up to December 31, 1931, two hundred and six such disputes had been referred to the board. In most cases these disputes have been referred to an assistant commissioner for investigation and report to enable the board to properly consider the facts of the case and make a ruling in accordance therewith.

Respectfully submitted,

E. B. RAMSAY,
Chief Commissioner.

D. A. MacGIBBON,
Commissioner.

C. M. HAMILTON,
Commissioner.

APPENDIX No. 1

REPORT OF SECRETARY

WINNIPEG, January 2, 1932.

The Chief Commissioner,
Board of Grain Commissioners for Canada,
Winnipeg, Man.

SIR,—I have the honour to submit the following report covering the work of the executive offices of the board during the year ended December 31, 1931.

SECRETARY'S OFFICE

Despite the lessened activities of certain branches of the board owing to the small crop handled during the year 1931, the work of the secretary's office has been particularly heavy due mainly to the extra work involved in the administration by the board of the distribution of the bonus of five cents a bushel on wheat; closer supervision by the board of overages at country elevators; the weighover of all grain in semi-public elevators in addition to the weighover of all grain in public terminal elevators and defaults by licensees.

The work, however, has been performed without any additional staff, with the exception of one temporary clerk loaned by the Wheat Bonus Branch for a few weeks, although it has been necessary at times for certain members of the staff to work beyond the usual office hours.

In addition to the current work performed, opportunity has been found to improve the systems of maintaining records and the carrying out of routine duties, besides which a complete staff record system has been put into operation.

It is with regret that I have to record the death of Mr. V. C. LeFeuvre, principal clerk in the secretary's office, which occurred suddenly on November 27, 1931. Mr. LeFeuvre had been with the service of the board since August, 1915.

I have attended all the meetings of the board held during the year under review and have carried out the instructions of the board given thereat, in addition to issuing to all parties concerned the orders, rulings and regulations of the board.

LICENCE AND BONDING BRANCH

The work of the Licence and Bonding Branch has been carried out efficiently under Mr. C. F. Spittle. The number of licences issued for the crop year 1930-31 showed an increase of 379 over the number issued for the previous year and the total of 6,130 licences issued is the largest number issued by the board in one year.

There have been no changes in the staff of this branch during the year under review.

STATISTICAL BRANCH

Although the crops of the years 1930 and 1931 were comparatively small, the work of the Statistical Branch during the year 1931 has not been lessened to any degree as the additional work on records necessary to enable the board to properly carry out the provisions of the Canada Grain Act, 1930, has counter-balanced any reduction in work caused by the small crops. The preparation and calculation of statements necessary in connection with the audit of stocks in store at all public and semi-public elevators involved a large volume of work which was not necessary in previous years.

The staff of this branch has been increased during the year by two clerks, Grade Three.

The following memoranda summarizing different matters handled and statements compiled by the executive offices are attached hereto:—

- (a) Complaints.
- (b) Prosecutions.
- (c) Defaults.
- (d) Cars out of turn.
- (e) Summary of licences issued for the crop year 1930-31 and licences issued up to December 1, 1931, for crop year 1931-32.
- (f) Licences issued during past twenty years.
- (g) Elevators and storage capacity.
- (h) Comparative summary of elevators for past twenty years.
- (i) Grain loading platforms.
- (j) Report of Statistician.
- (k) Summary of annual weigh-up terminal elevators, 1931.
- (l) Sessions held by the board.
- (m) Statement of staff.

Your obedient servant,

J. RAYNER,
Secretary.

COMPLAINTS

COUNTRY COMPLAINTS

During the year ended December 31, 1931, the board investigated in addition to the twenty-three complaints outstanding at December 31, 1930, one hundred and fifty-four complaints regarding the handling of grain at country elevators, shipments to terminal elevators, the weighing and grading of grain, the operations of licensees and the operations of parties dealing in grain but not licensed under the Canada Grain Act, as follows:—

Manitoba.....	15
Saskatchewan.....	68
Alberta.....	71
	<hr/>
	154

Summary of disposition of country complaints:—

No ground for complaint.....	43
Complaints withdrawn.....	31
Settlements effected between parties.....	53
Outside jurisdiction of board.....	28
Settlements ordered by board.....	4
Defendant prosecuted.....	1
Not yet finally disposed of.....	17
	<hr/>
	177

EXPORT SHIPMENTS

During the same period the board received nine complaints regarding the quality or cleanliness of export shipments of Canadian grain but after investigating these complaints, it was found there were no just grounds for complaint.

After very full investigations both in the United Kingdom and in Canada of the two complaints not finally disposed of at December 31, 1931, it was established that the cause of the complaints could not be traced in any way to the handling of the grain while passing through Canadian channels.

MISCELLANEOUS COMPLAINTS

Fourteen complaints regarding the handling of grain in the Eastern Division, shipments from terminal elevators, the grading of grain for export, and inspection and weighing services, were also received by the board during the year under review.

Summary of disposition of miscellaneous complaints:—

No ground for complaint.....	5
Complaint withdrawn.....	2
Settlement effected between parties.....	4
Outside jurisdiction of board.....	2
Prosecution.....	1
	<hr/>
	14

PROSECUTIONS

Arising from the board's investigations of complaints actions in the civil courts were instituted by the board in three cases where breaches of the Canada Grain Act were disclosed, and convictions were secured in all cases. In two cases for minor breaches of the Act the defendants were fined, but in the other case which involved the raising of amounts on inspection certificates issued by the board, the defendant was sentenced to a term of imprisonment.

DEFAULTS

During the year 1931 three firms licensed by the board to operate as Grain Commission Merchants defaulted in settlement of their obligations to parties who had shipped grain to them for sale on commission.

E. J. BAWLF GRAIN COMPANY LIMITED, WINNIPEG

Thirteen claims amounting to \$4,245.84 against this firm were referred to the board but these were settled in full by one of the principals of the firm and the board were not called upon to make any claim against the bond filed with the board as security by the E. J. Bawlf Company Limited.

BLACKBURN, MILLS & GRAHAM LIMITED, WINNIPEG

Seventy-four claims amounting to \$36,272.15 against this firm were filed with the board and these claims were all settled in full by the board from the proceeds of the security and funds deposited with the board by Blackburn, Mills and Graham Limited.

MCBEAN BROTHERS, WINNIPEG

Eleven claims amounting to one thousand eight hundred and eighty-five dollars and fifty-seven cents (\$1,885.57) were filed with the board on the death of the principal of this firm, William McBean. These claims all being within the scope of the Grain Commission Merchant's bond in the amount of five thousand dollars (\$5,000) executed by the Canadian Indemnity Company of Winnipeg and furnished to the board when the licence was issued, were referred to the Canadian Indemnity Company, which company handed to the board a cheque for the full amount of these claims and the proceeds thereof were distributed by the board to the eleven claimants in full settlement of their claims.

CARS OUT OF TURN

No occasion arose during the year 1931 for the board to order cars out of turn in accordance with section 68 of the Canada Grain Act, 1930.

SUMMARY OF LICENCES ISSUED FOR THE SEASON 1930-31

During the season, commencing September 1, 1930, and ending August 31, 1931, 200 firms and individuals applied for licences as required by the provisions of the Canada Grain Act.

Six thousand one hundred and fifty-eight applications for licences were received and 6,130 licences were issued. Eight of the applications received were for transfer of licences and 20 applications were withdrawn.

APPLICATIONS RECEIVED AND LICENCES ISSUED

Kind of licence	Applications		Licences	
	Received	Withdrawn	Issued	Transferred
Track Buyers.....	51	3	48	.....
Commission Merchants.....	58	1	57	.....
Grain Dealers.....	5	2	3	.....
Public Terminal Elevators.....	8	.....	8	.....
Semi-Public Terminal Elevators.....	35	.....	35	.....
Private Terminal Elevators.....	42	1	40	1
Eastern Elevators.....	30	1	29	.....
Mill Elevators.....	26	1	25	.....
Country Elevators.....	5,517	10	5,500	7
Private Country Elevators.....	386	1	385	.....
	6,158	20	6,130	8

Track Buyer's licence No. 47, issued by the board to S. S. Pocock, trading as Pocock Grain Company, of Calgary, Alta., was cancelled on December 17, 1930.

Private Country Elevator licence No. 383, issued by the board to the Regina Milling Company of Regina, Sask., was suspended on March 5, 1931.

Licence fees to the amount of \$31,726 were received and remitted direct to the department at Ottawa.

Surety bonds amounting to \$32,994,449 were executed by twelve of the approved surety companies and were deposited with the board as security covering the operations of the licensees.

SUMMARY OF LICENSING AND BONDING FOR THE SEASON OF 1931-32, AS AT DECEMBER 1, 1931

Up to December 1, 1931, 251 firms and individuals have applied for licences to operate during the season of 1931-32, as required by the provisions of the Canada Grain Act.

Five thousand four hundred and forty-seven applications for licences have been received and 5,399 licences have been issued. Twenty-five applications have been withdrawn and 23 are outstanding.

APPLICATIONS RECEIVED AND LICENCES ISSUED

As at December 1, 1931

Kind of licence	Applications			Licences issued
	Received	Withdrawn	Outstanding	
Track Buyers.....	54	1	2	57
Commission Merchants.....	60	1	.....	61
Grain Dealers.....	54	17	2	73
Public Country Elevators.....	5,093	3	19	5,115
Private Country Elevators.....	10	.....	.....	10
Mill Elevators.....	23	.....	1	24
Public Terminal Elevators.....	10	.....	.....	10
Private Terminal Elevators.....	36	1	1	38
Semi-Public Terminal Elevators.....	31	.....	.....	31
Eastern Elevators.....	28	.....	.....	28
	5,399	23	25	5,447

The following Grain Commission Merchants licences issued to the under-noted firms on September 1, 1931, were cancelled by the board as from the dates shown:—

Licence No. H51—McBean Brothers. Cancelled September 24, 1931.

Licence No. H52—Blackburn, Mills & Graham Ltd. Cancelled November 5, 1931.

Licence No. H54—E. J. Bawlf Co., Ltd. Cancelled October 9, 1931.

Licence fees to the amount of \$29,371 have been received and remitted to the department at Ottawa.

To date guarantee bonds to the amount of \$23,453,900 have been executed and deposited with the board as security covering the operations of licensees. These bonds in varying amounts have been completed by twelve (12) of the approved surety companies although there are 45 companies on the approved list.

STATEMENT SHOWING NUMBER AND KIND OF LICENCES ISSUED DURING THE SEASONS 1911-12 TO 1930-1931

(Licence year commences September 1)

Kind	1930-1931	1929-1930	1928-1929	1927-1928	1926-1927	1925-1926	1924-1925	1923-1924	1922-1923	1921-1922	1920-1921	1919-1920	1918-1919	1917-1918	1916-1917	1915-1916	1914-1915	1913-1914	1912-1913	1911-1912
Public country elevators.....	5,500	5,082	5,153	4,540	4,314	4,236	4,074	4,054	3,828	3,668	3,704	3,146	3,322	3,577	3,257	3,013	2,636	2,552	2,267	1,972
Private country elevators.....	385	398	309	156	35															
Public terminal elevators.....	8	11	10	11	14	21	11	9	12	11	12	17	17	17	15	13	13	14	*23	*34
Semi-public terminal elevators.....	35	(formerly licensed as Private Elevators)																		
Private elevators.....	40	76	80	80	67	64	63	60	32	29	25	17	18	20	21	19	18	13		
Eastern elevators.....	29	20	20	20	17	17	11	10	10	13	11	16	16	18	16	18	18	20	20	
Mill elevators.....	25	27	18	16	10	10	12	11	1	14										
Elevator space.....		1	1	1	3	3	2	2	2					7	7	10	7	3	19	58
Track buyers.....	48	62	82	84	88	95	104	109	113	132	143	131	130	156	211	195	140	137	146	123
Commission merchants.....	57	71	90	92	95	94	94	102	100	110	117	114	117	126	138	111	92	91	91	84
Grain dealers.....	3	3	2	3	3	3	3	4	6	3	2									
Total number issued.....	6,130	5,751	5,765	5,001	4,646	4,543	4,374	4,361	4,112	3,980	4,014	3,441	3,620	3,921	3,665	3,379	2,924	2,830	2,546	2,271

* Licensed as Terminal Elevators.

† Licensed as Manufacturing Elevators.

‡ Licensed as Public Elevators.

SUMMARY OF ALL GRAIN ELEVATORS AND STORAGE CAPACITY BY CLASSES AND PROVINCES—SEASON 1931-32

As at December 1, 1931

Kind of elevator	Province	Elevators	Capacity (Bushels)
WESTERN DIVISION			
Public Country.....	Manitoba.....	733	23,375,300
	Saskatchewan.....	3,236	103,096,350
	Alberta.....	1,749	65,243,900
	British Columbia.....	11	369,000
	Ontario.....	1	40,000
Total.....		5,730	192,124,550
Private Country.....	Manitoba.....	3	50,000
	Saskatchewan.....	3	66,500
	Alberta.....	4	140,000
Total.....		10	256,500
Mill.....	Manitoba.....	10	181,500
	Saskatchewan.....	9	106,500
	Alberta.....	5	152,000
	British Columbia.....	10	800,000
	Ontario.....	1	185,000
Total.....		35	1,425,000
Private Terminal.....	Ontario.....	7	1,940,000
	Manitoba.....	14	5,317,450
	Saskatchewan.....	6	4,585,550
	Alberta.....	14	4,075,000
	British Columbia.....	1	200,000
Total.....		42	16,118,000
Public Terminal.....	Ontario.....	2	9,000,000
	Manitoba.....	1	2,500,000
	Saskatchewan.....	2	11,000,000
	Alberta.....	3	6,250,000
	British Columbia.....	3	2,135,000
Total.....		11	30,885,000
Semi-Public Terminal.....	Ontario.....	26	83,657,210
	British Columbia.....	7	17,058,000
Total.....		33	100,715,210
Total—Western Division.....		5,861	341,524,260
EASTERN DIVISION			
Eastern.....	Ontario.....	18	50,100,000
	Quebec.....	7	21,787,000
	New Brunswick.....	2	1,500,000
	Nova Scotia.....	1	2,200,000
Total—Eastern Division.....		28	75,587,000
Public Country Elevators.....		5,730	192,124,550
Private Country Elevators.....		10	256,500
Mill Elevators.....		35	1,425,000
Private Terminal Elevators.....		42	16,118,000
Public Terminal Elevators.....		11	30,885,000
Semi-Public Terminal Elevators.....		33	100,715,210
Eastern Elevators.....		28	75,587,000
Grand Total.....		5,889	417,111,260

NOTE.—The only elevators in the Eastern Division under the jurisdiction of the Board of Grain Commissioners are the 28 "Eastern Elevators."

COMPARATIVE SUMMARY OF ELEVATORS FOR THE PAST TWENTY YEARS

(As at December 1, each year)

Licence year	Stations	Elevators	Warehouses	Capacity
1911-12.....	937	2,037	31	108,649,900
1912-13.....	1,048	2,319	37	127,224,550
1913-14.....	1,217	2,607	24	154,765,000
1914-15.....	1,247	2,813	28	168,624,000
1915-16.....	1,334	3,059	19	180,988,000
1916-17.....	1,400	3,360	.....	193,844,000
1917-18.....	1,463	3,694	.....	211,591,800
1918-19.....	1,484	3,777	.....	221,279,964
1919-20.....	1,511	3,797	.....	226,256,970
1920-21.....	1,542	3,855	.....	231,213,620
1921-22.....	1,559	3,924	.....	231,633,420
1922-23.....	1,578	4,020	.....	238,107,420
1923-24.....	1,620	4,169	.....	251,194,620
1924-25.....	1,704	4,324	.....	269,900,620
1925-26.....	1,745	4,416	.....	281,746,560
1926-27.....	1,798	4,558	.....	284,818,200
1927-28.....	1,852	4,823	.....	310,832,200
1928-29.....	1,972	5,481	.....	358,254,790
1929-30.....	2,054	5,787	.....	394,594,210
1930-31.....	2,066	5,872	.....	414,660,260

GRAIN LOADING PLATFORMS

Only three (3) applications for the construction of loading platforms have been received by the board since December 31, 1930. The board ordered construction of one platform; one application was rejected and the other request is still under investigation.

At December 31, 1930, there were 2,677 loading platforms in Western Canada at which farmers could load grain, without putting such grain through country elevators, into 6,377 cars simultaneously.

SUMMARIZED STATEMENT OF GRAIN LOADING PLATFORMS IN WESTERN CANADA

Province	Number of platforms	Car capacity
Manitoba.....	642	1,786
Saskatchewan.....	1,289	3,041
Alberta.....	706	1,473
British Columbia.....	32	61
Ontario.....	8	16
Total as at Dec. 31, 1930.....	2,677	6,377

ANNUAL REPORT OF STATISTICIAN

J. RAYNER, Esq., Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR, SIR,—I beg to submit herewith my report for the crop year 1930-31.

The following statistical tables will be found to indicate the total carry-over of Canadian grain at the commencement of the crop year; the total production in 1930; the quantities handled by the different groups of elevators in the course of marketing and transportation between producer and consumer; and amounts exported and remaining as carry-over at the end of the year, of the five principal grains.

CROP YEAR 1930-31

—	Carry-over July 31, 1930	Total crop in Canada	Total disposed of during year	Carry-over July 31, 1931
	bush.	bush.	bush.	bush.
Wheat.....	111,094,912	397,872,000	375,585,279	133,381,633
Oats.....	21,582,780	423,148,000	381,360,888	63,369,892
Barley.....	22,875,432	135,160,200	128,595,214	29,440,418
Flaxseed.....	636,658	4,399,000	4,201,704	833,954
Rye.....	9,190,705	22,018,500	16,791,982	14,417,223

EXPORT SHIPMENTS OF CANADIAN GRAIN

—	Via Canadian Pacific Seaboard	Via Atlantic Seaboard		Imports by U.S.A. mills for milling in bond	Total
		Canadian	U.S.A.		
	bush.	bush.	bush.	bush.	bush.
Wheat.....	74,541,806	56,127,598	70,887,226	19,400,000	220,956,630
Oats.....	1,238,798	5,200,690	633,965	.....	7,073,453
Barley.....	33,126	12,171,930	4,625,374	.....	16,830,430
Rye.....	53,146	1,103,178	733,659	.....	1,889,983

GRAIN CROPS OF CANADIAN PRAIRIE PROVINCES, 1930, BY PROVINCES

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	45,278,000	50,562,000	49,974,000	1,086,000	2,052,000
Saskatchewan.....	196,322,000	125,509,000	40,522,000	3,017,000	14,875,000
Alberta.....	132,900,000	77,940,000	18,999,000	190,000	3,714,000
Total.....	374,500,000	254,011,000	109,495,000	4,293,000	20,641,000

PLATFORM LOADINGS AT COUNTRY POINTS IN WESTERN CANADA

—	Wheat	Other grains	Total
	bush.	bush.	bush.
Manitoba.....	5,116,082	4,037,098	9,153,180
Saskatchewan.....	3,727,682	2,930,060	6,657,742
Alberta.....	2,329,325	946,297	3,275,622
British Columbia.....	9,093	9,990	19,083
Total.....	11,182,182	7,923,445	19,105,627

TOTAL DELIVERIES AT COUNTRY ELEVATORS (UNREVISED FIGURES)

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	29,697,905	5,330,454	12,130,104	620,979	1,223,476
Saskatchewan.....	160,832,461	15,691,201	4,882,495	3,387,965	6,522,851
Alberta.....	105,549,666	10,006,672	1,441,380	305,017	825,237
Total.....	296,080,032	31,028,327	18,453,979	4,313,961	8,571,564

TOTAL INSPECTIONS, BY PROVINCES OF ORIGIN

	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	33,460,000	5,174,000	16,978,400	617,600	1,228,000
Saskatchewan.....	153,815,000	18,027,000	5,522,000	3,354,600	6,226,000
Alberta.....	101,194,500	8,873,500	1,030,000	159,300	296,000
British Columbia.....	225,500	160,500	1,600		
Total.....	288,695,000	32,235,000	23,532,000	4,131,500	7,750,000

TOTAL NET HANDLINGS AT FORT-WILLIAM-PORT ARTHUR

Receipts.....	185,474,484	16,074,379	17,856,594	3,664,946	7,602,400
Shipments.....	176,302,503	18,432,728	25,113,378	3,551,902	3,240,150

TOTAL NET HANDLINGS AT VANCOUVER-NEW WESTMINSTER, B.C.

Receipts.....	75,893,715	1,905,082	195,458	3,625	152,300
Shipments.....	73,293,079	1,471,276	50,227	1,565	68,560

TOTAL NET HANDLINGS AT PRINCE RUPERT, B.C.

Receipts.....	373,638				
Shipments.....	1,259,499	1,328	94		

TOTAL NET HANDLINGS AT VICTORIA, B.C.

Receipts.....	933,422	523			
Shipments.....	946,516	4,954			

TOTAL NET HANDLINGS AT CANADIAN GOVERNMENT INTERIOR TERMINAL ELEVATORS

<i>Receipts—</i>					
Calgary.....	2,954,536	25,023	13,636		5,470
Edmonton.....	2,342,478	166,573	63,241		
Moose Jaw.....	3,111,648	854,160	396,185	9,683	43,180
Saskatoon.....	1,285,107	414,006	33,535		
Total.....	9,693,769	1,459,762	506,597	9,683	48,660
<i>Shipments—</i>					
Calgary.....	2,950,122	62,134	20,667	149	5,600
Edmonton.....	2,373,263	258,914	67,099		
Moose Jaw.....	3,456,750	862,623	398,410	10,291	47,610
Saskatoon.....	2,366,260	468,591	32,311		7,672
Total.....	11,146,395	1,652,262	518,487	10,440	60,882

TOTAL NET HANDLINGS OF CANADIAN GRAIN AT DULUTH-SUPERIOR

Receipts.....	513,923		333,935	736	
Shipments.....	539,931	4,915	406,399	736	

TOTAL NET HANDLINGS OF CANADIAN GRAIN AT EASTERN ELEVATORS

	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Receipts.....	151,790,442	18,450,238	35,966,851	1,767,765	4,708,098
Shipments.....	158,820,463	19,449,463	36,753,050	1,751,145	4,422,386

TOTAL NET HANDLINGS OF FOREIGN GRAIN AT EASTERN ELEVATORS

				Corn	
Receipts.....	43,230,323	6,105,700	54,924	15,929,716	107,251
Shipments.....	24,253,372	7,013,550	806,469	16,759,062	2,076,932

TOTAL EXPORTS OF CANADIAN GRAIN AND WHEATFLOUR, 12 MONTHS ENDED JULY 31, 1931, AS COMPILED BY EXTERNAL TRADE BRANCH, DOMINION BUREAU OF STATISTICS, FROM CUSTOMS RETURNS

	Via Atlantic Seaboard and inland ports of exit	Via Pacific Seaboard	Total
Wheat.....	bush. 153,938,597	bush. 74,541,806	bush. 228,480,403
Wheatflour.....	bbls. 5,581,914	bbls. 1,119,749	bbls. 6,701,663
Total—as wheat.....	bush. 179,057,210	bush. 79,580,676	bush. 258,637,886
Oats.....	6,564,064	1,257,958	7,822,022
Barley.....	19,217,081	33,126	19,250,207
Rye.....	2,036,701	53,146	2,089,847
Flaxseed.....	1,998,018	.....	1,998,018
Total.....	208,873,074	80,924,906	289,797,980

In view of the gradually increasing economic difficulties in the world generally, which forced countries usually large importers of bread grains to place restrictions upon imports, which in many cases amounted to almost total prohibition, and to require millers to use large proportions of home-grown grain, so that world's import requirements were reduced to the lowest possible volume, it is highly gratifying to note that Canadian exports of wheat and wheat flour totalled 258,637,886 bushels wheat as compared with total world's shipments of 787,472,000 bushels wheat. Further, although the Canadian wheat crop exceeded that of the previous year by over 93 million bushels, the carry-over at the end of the season was but little more than 22½ million bushels over that of the previous year. When it is remembered that Russia's exports of wheat during the year—which entered into direct competition with Canadian on the European markets—amounted to 110 million bushels, it is all the more gratifying that Canadian exports formed so high a proportion of the world's total.

STATISTICAL DATA—REVIEW

The increasing difficulty in disposing of the surplus and the importance of accurate information as to supplies available, the positions of supplies, by grades, the amounts moved by different routes, and export shipments, had the effect of enhancing the value of the statistics published by this branch, in collaboration with the Dominion Bureau of Statistics. Requests for additional and far more comprehensive data have increased considerably over previous years, whilst mailing lists for the periodical published statements have been enlarged. No efforts are spared in making current statistical information available to those requiring it.

Commencing late in 1930 more particular efforts have been directed towards obtaining a complete record of the distribution of the Canadian grain crops and following them through the various transportation channels and handling between the producer and consumer or export from the seaboard. For example owing to the fact that a considerable proportion of grain shipments down the lakes to Buffalo, Erie, Fairport and Ogdensburg later were carried to Montreal, Sorel and Quebec, for export, published statistics have always been somewhat misleading as far as indicating the volume actually exported via Canadian and United States Atlantic seaboard ports. The following table shows the amount of Canadian grain which returned from United States lake ports into Canada for export via St. Lawrence ports out of amounts shipped from Fort William-Port Arthur, crop year 1930-31:—

—	Wheat	Oats	Barley	Rye
	bush.	bush.	bush.	bush.
Total shipments to—				
All ports.....	175,066,487	15,929,831	25,091,679	3,193,33
Canadian ports.....	82,406,892	14,381,615	19,230,601	2,497,4
United States ports.....	92,659,595	1,548,216	5,861,078	695,8
Amount carried to Canadian ports.....	17,143,032	175,126	2,649,262	154,5
Net shipments to United States ports.....	75,516,563	1,373,090	3,211,816	541,3
New total shipments via Canadian ports....	99,549,924	14,556,741	21,879,863	2,651,9

Efforts are being directed to obtaining an accurate complete record of the disposition of shipments from seaboard ports. This is more difficult on account of chartering to optional ports being somewhat common, also an occasional "orders" shipment. Good progress is being made, due to the most hearty co-operation of the elevators and shippers at seaboard ports, and it is hoped some definite results will be available for publication in the near future.

TRANSPORTATION

The opening of the new Welland canal marked a very important step forward in the transportation facilities of the country and the efforts of the Canadian Government to reduce the cost of shipment of grain to a minimum, thereby assisting the western farmer to get as his share as large a proportion of the final price obtained as possible. Although it is rather early to make any definite statement as to the saving in costs effected by the new canal being opened especially as the crop year 1930-31 was not a normal one as regards shipments it is significant that full cargoes were carried from Fort William-Port Arthur to Montreal direct in canal-size tonnage at 2 cents per bushel less after the opening than prior thereto. The rate for carrying coal from lake Erie to lake Ontario ports also was substantially reduced following the opening of the new canal. The reduction of grain will show up more definitely in the statements of weighted average freight rates which will be compiled for the season of navigation, 1931.

INSURANCE

Under the new Canada Grain Act which became effective on September 1, 1930, managers of public and semi-public terminal elevators are required to carry sufficient insurance against loss by fire to adequately protect all holders of warehouse receipts, and to file copies of the policies. A careful check was maintained throughout the year in order to ascertain that sufficient insurance was being carried and that the policies were properly worded or endorsed in compliance with section 102 (2). The insurance on grain in most of the public and semi-public terminal elevators at Fort William-Port Arthur and in some of the Vancouver houses was effected by means of specific policies. The balance preferred the "open" form of insurance. Grain in country elevators was largely

effected by "open" grain insurance policies, 53 of the largest companies using this form of policy. By a coincidence, the same number of operators—53—carried specific insurance, most of these having but one elevator.

OFFICIAL WEIGH-UP OF GRAIN STOCKS IN ELEVATORS

Following the weigh-up of grain stocks in the public and semi-public terminal elevators at Fort William-Port Arthur, Vancouver-New Westminster, Prince Rupert, Victoria, Calgary, Edmonton, Moose Jaw, and Saskatoon, final statements of the results at each were prepared in the Statistics Branch this year. Besides these, special statements showing the results of calculations of excess and deficiency as required under the new Grain Act, were compiled in the manner prescribed in section 138.

As the result of these calculations, excesses in the first four statutory grades of wheat due to the Crown were revealed in the case of three of the semi-public terminal elevators. Accordingly, demands by the Board were made upon the Manitoba and Alberta Pools for payment of the value thereof.

A summary of the results of the weigh-up of public terminal elevator stocks appears on the statement enclosed.

The compilation of the final figures representing grain handled at each of the elevators, by individual grades, during the crop year, for use in the calculation of excesses or deficiencies, and the necessity of maintaining a careful check in order to ensure accuracy, involves a very substantial addition to the routine work of the Statistics Branch, which could not be accomplished without an increase of staff. Accordingly, application was made for assignments of clerks, Grade 3, to two of the new positions created by order in council in September, 1930. This addition brings the staff of the branch up to a total of 26.

GENERAL

The regular routine of the office has been maintained throughout the year. Charters have been filed, as required under the Inland Water Freight Rates Act, 1923, and weighted averages, monthly, of rates paid via the various routes, compiled. Records of prices and averages of the daily quotations of grain at Winnipeg and Vancouver are prepared for the permanent records, whilst publications containing grain prices at certain principal markets were obtained and filed in accordance with section 21, Canada Grain Act, 1930.

Respectfully submitted,

E. A. URSELL,

Statistician.

FORT WILLIAM, Ont.

SUMMARY OF ANNUAL WEIGH-UP OF GRAIN IN PUBLIC TERMINAL ELEVATORS, JULY 31, 1931

Licensee	Wheat		Oats		Mixed Feed Oats		Barley		Flaxseed		Rye		Mixed Grain	
	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit
	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	lbs.	lbs.
Grand Trunk Pacific Elevator Co., Ltd., Fort William.....	18,553-50		2,361-04		107,487-14		679-00			4,694-51		18,253-31	1,139,695	
Canadian Government Elevator, Port Arthur.....	2,401-30		44-06		15,378-18		6,983-07			163-38		2,256-08		158,117
Canadian Government Elevator, Calgary.....	3,959-10		207-02				149-18							
Canadian Government Elevator, Edmonton.....	2,572-30		1,647-12		1,267-12		265-00							
Canadian Government Elevator, Moose Jaw.....	2,044-00													
Canadian Government Elevator, Saskatoon.....		918-26					1,055-16			11-48		32-16		290
Pacific Terminal Elevator Co., Ltd., Vancouver.....	3,295-20				28,514-24		4-18							
Fraser River Elevator Ltd., New Westminster.....	69-30								80-40	Corn				
										361-46			4,075	
Total.....	7,981-20	28,013-40	1,792-32	4,303-30	153,011-04	67-22	8,192-11	944-00	80-40	4,870-25 Corn		20,541-55	1,143,770	158,407
										361-46				
Net Total—Surplus or Deficit..		20,032-20		2,510-32	152,943-16		7,248-11			Flaxseed 4,789-41 Corn		20,541-55	985,363	
										361-46				

SUMMARY OF RESULTS OF CALCULATIONS OF EXCESS OR DEFICIENCY IN THE FIRST FOUR STATISTICAL MONTHS OF 1931

SUMMARY of results of calculations of EXCESS or DEFICIENCY in the first four statutory grades of wheat as revealed by the annual weigh-up, July 31, 1931, of grain in store in SEMI-PUBLIC TERMINAL ELEVATORS, FORT WILLIAM-PORT ARTHUR, and arrived at in the manner prescribed in section 138, Canada Grain Act, 1930

Licensee	Excess				Deficiency		
	1 Hard	1 Northern	2 Northern	3 Northern	1 Northern	2 Northern	3 Northern
Bawlf Terminal Elevator Co., Ltd.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
Canadian Consolidated Grain Co., Ltd.—							
"Empire" Elevator.		628-20			1,156-00	11,282-20	672-50
"Thunder Bay" Elevator.	918-00	695-50	4,422-10		54-10	1,786-40	2,249-50
Eastern Terminal Elevator Co., Ltd.					903-00	4,634-20	3,751-40
Federal Grain Limited—							7,135-00
"Consolidated" Elevator.				235-30	854-40	5,453-30	
"Northwestern" Elevator.		823-10		53-40	693-30	11,325-00	
"Stewart" Elevator.					2,067-50	12,809-20	
Fort William Elevator Co., Ltd.			2,162-00		13,551-20		5,925-20
Northland Elevator Co., Ltd.			425-20		1,377-10		1,623-40
Ogilvie Flour Mills Co., Ltd.					10,400-50		
N. M. Paterson & Co., Ltd.	1,959-30	7,861-50					
Phoenix Elevator Co., Ltd.	720-10	2,230-10					
Reliance Grain Co., Ltd.							
Searle Terminal Limited.		1,751-30			398-00	5,968-00	1,356-00
Superior Elevator Co., Ltd.					791-50	3,337-30	3,967-10
Union Terminal Limited.					2,741-00	6,400-50	3,016-10
United Grain Growers' Terminals Ltd.					415-30	4,506-50	13,009-30
Western Grain Co., Ltd.					134-30	2,879-40	11,814-30
					805-00	3,883-10	4,168-20
					449-50	1,186-10	1,368-30
						2,102-10	6,224-50
						4,459-20	9,216-50
							5,387-00
Manitoba Pool Terminal No. 1.	1,481-00			1,945-30	889-20	1,395-10	
Manitoba Pool Terminal No. 2.	6,241-40			438-50	4,393-50	368-50	
Total Manitoba Pool Terminal Elevators	7,722-40			2,384-20		1,764-00	
Saskatchewan Pool Terminal No. 4.							
Saskatchewan Pool Terminal No. 5.	6,137-00				237-20	36,823-50	11,400-50
Saskatchewan Pool Terminal No. 6.	6,591-10			1,156-40		3,195-40	
Saskatchewan Pool Terminal No. 7.	27,274-00					16,908-20	1,890-20
Saskatchewan Pool Terminal No. 8.	4,126-30					3,820-10	3,250-50
Total Saskatchewan Pool Terminal Elevators	44,128-40			1,156-40		7,119-10	462-10
					121,609-30	67,867-10	17,004-10

In the case of Manitoba Pool Elevators demand was made by the Board for payment of the value of 1,481 bushels No. 1 Manitoba Hard Wheat after providing for the value of the net deficiency of 339 bushels No. 1 Manitoba Northern in the case of Terminal No. 1; and for payment of the value of 6,241-40 bushels No. 1 Manitoba Hard Wheat, after providing for the value of the net deficiency of 4,323-50 bushels No. 1 Manitoba Northern in the case of Terminal No. 2; those being the amounts of excess due to the Crown.

In all other cases the deficiency exceeded any excess revealed, so there was no excess due to the Crown.

ANNUAL WEIGH-UP, JULY 31, 1931

SUMMARY OF RESULTS OF CALCULATIONS OF EXCESS OR DEFICIENCY IN THE FIRST FOUR STATUTORY GRADES OF WHEAT AS REVEALED BY THE ANNUAL WEIGH-UP, JULY 31, 1931, OF GRAIN IN STORE IN SEMI-PUBLIC TERMINAL ELEVATORS, PRINCE RUPERT, AND VICTORIA, B.C., AND ARRIVED AT IN THE MANNER PRESCRIBED IN SECTION 138, CANADA GRAIN ACT, 1931

Licensee	Excess			Deficiency		
	1 Hard	1 Northern	2 Northern	3 Northern	1 Hard	1 Northern
	bush.	bush.	bush.	bush.	bush.	bush.
<i>Vancouver—</i>						
Columbia Grain Elevator Co., Ltd.					6-50	5-50
Midland Pacific Terminal Ltd.					1,582-50	114-20
United Grain Growers' Terminals Ltd.					1,038-20	8,251-55
Vancouver Terminal Co., Ltd.		7,200-00			6,858-50	4,636-00
Alberta Pool Elevator No. 1		4,797-00			3,542-20	6,012-40
Alberta Pool Elevator No. 2		1,926-50			2,600-30	11,783-20
		2,955-50			247-50	13,178-10
<i>Prince Rupert—</i>						
Alberta Pool Elevator No. 3					78-40	508-10
<i>Victoria—</i>						
Alberta Pool Elevator No. 4	408-50	2,612-10	7,739-00			1,019-50

In the case of Alberta Pool Elevator No. 4 a demand was made by the Board for payment of the value of the excess shown, all of which became the property of the Crown under section 138, Canada Grain Act.

In all other cases the deficiency exceeded any excess revealed, so there was no excess due to the Crown.

SESSIONS HELD BY THE BOARD DURING THE YEAR 1931

Date	Place	Subject matter
1931		
Jan. 9	Winnipeg	Routine matters.
" 14	"	"
" 20	"	"
Feb. 3	"	"
" 11	"	"
" 17	"	"
" 24	"	"
" 28	Edmonton	Grain out of condition, Edmonton elevator.
Mar. 3	Winnipeg	Routine matters.
" 9	Toronto	Handling of grain, Eastern Canada
" 11	Montreal	"
" 12	"	"
" 13	Quebec	"
" 16	Halifax	"
" 17	Saint John, N.B.	"
" 19	New York, U.S.A.	"
" 20	"	"
" 27	Winnipeg	Routine matters.
" 31	"	"
April 9	"	"
" 15	"	"
" 22	"	"
May 5	"	"
" 8	"	"
" 12	"	"
" 13	"	Treated grain—Eastern Canada.
" 19	"	Routine matters.
" 26	"	"
June 4	"	"
" 9	Fort William	"
" 10	"	Weighover at terminal elevators.
" 16	Winnipeg	Routine matters.
July 8	"	"
" 14	"	"
" 15	"	Tariffs of charges for elevators.
" 20	Moose Jaw	Routine matters.
" 21	Calgary	"
" 23	Vancouver	Tariffs of charges for elevators.
" 24	Victoria	Weighing of grain.
" 27	Prince Rupert	Routine matters.
" 30	Edmonton	"
" 31	Saskatoon	"
Aug. 6	Winnipeg	"
" 7	"	Licences: Country elevators.
" 14	"	Routine matters.
" 19	Toronto	Tariffs of charges, Eastern elevators.
" 27	Winnipeg	Routine matters.
Sept. 2	"	"
" 10	"	"
" 15	"	"
" 24	"	"
" 29	"	"
Oct. 6	"	"
" 9	"	"
" 15	"	"
" 21	"	"
" 27	"	"
" 29	"	Disputes re wheat bonus.
Nov. 3	"	Routine matters.
" 10	"	"
" 13	"	Default: Blackburn, Mills & Graham, Limited.
" 16	"	Default: Blackburn, Mills & Graham, Limited and E. J. Bawlf Company, Limited.
Dec. 2	Winnipeg	Routine matters.
" 9	"	"
" 17	"	"

SUMMARY OF STAFF AT DECEMBER 31, 1931

	Permanent	Seasonal	Temporary	Total
Executive offices.....	6	4	2	12
Licence and Bonding Branch.....	2	5		7
Statistics Branch.....	8	14	4	26
Accounting Branch.....	6	3		9
Inspection Branch.....	209	136	138	483
Weighing Branch.....	94	169	5	268
Registration Branch.....	7	5		12
Grain Appeal Tribunals.....	3		4	7
Research Laboratory.....	4	2	13	19
Wheat Bonus Branch.....			80	80
Total.....	339	338	246	923
As at December 31, 1930.....	336	341	230	907

The normal staff of the board has decreased during the year by sixty-four but the additional temporary staff necessary for handling the distribution of the wheat bonus brings the actual total of the staff as at December 31, 1931 to sixteen in excess of the number employed at December 31, 1930.

APPENDIX No. 2

REPORT OF REGISTRAR

J. RAYNER, Esq.,

Secretary, Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I have the honour to submit the following report covering the work of the Registration Branch for the crop year September 1, 1930, to August 31, 1931.

Prior to September 1, 1930, it was the practice to register warehouse receipts issued by licensees operating under a public terminal elevator licence as to weight and grade, and warehouse receipts issued by licensees operating under a private terminal elevator licence were registered as to weight only.

Under the Canada Grain Act, 1930, practically all of the terminal elevators previously operated as private terminal elevators were licensed as semi-public terminal elevators and the Act provides for the registration both as to weight and grade of all terminal warehouse receipts issued by public and semi-public terminal elevators. This change considerably increased the work of the Registration Branch necessitating the engagement of two extra clerks in the Winnipeg office and one extra clerk in the Vancouver office.

This change coming into effect just as the crop began to move naturally caused a little confusion for a few days, but the terminal elevator companies quickly adapted themselves to the new system and co-operated in supplying necessary reports and information required so that the new system was put into effect with a minimum disruption of the service.

The annual stocktaking which in the past applied to elevators operating under public terminal licences was applied this year to elevators operating under semi-public licence also. The statements of outstanding warehouse receipts compiled by the Registration Branch compared with the results of the weighover showed whether actual stocks were on hand to protect all outstanding warehouse receipts and in cases of differences, these were adjusted by licensees in accordance with the instructions of the board.

The following are the amounts registered and registered for cancellation at each point:—

	Bushels Registered	Bushels Registered for Cancellation
<i>Winnipeg*—</i>		
Wheat.....	153,625,772	181,764,144
Oats.....	15,340,040	17,940,983
Barley.....	12,355,380	26,873,205
Flax.....	2,542,590	3,469,683
Rejected mixed grain.....	166,592	255,831
Rye.....	7,333,637	8,421,433
Corn.....	24,905	44,442
<i>Vancouver—</i>		
Wheat.....	82,286,644	76,418,907
Oats.....	1,270,836	1,132,137
Barley.....	60,751	32,962
Flax.....	3,041	2,928
Rejected mixed grain.....	2,319	1,061
Rye.....	99,880	60,293
Corn.....	258,127	258,563
<i>Fort William—</i>		
Wheat.....	34,622,136	1,075,166
Oats.....	2,969,544	264,200
Barley.....	7,208,428	2,384,676
Flax.....	1,195,402	164,952
Rejected mixed grain.....	39,033	3,361
Rye.....	4,378,827	404,182
Corn.....	14,953	
<i>Calgary—</i>		
Wheat.....	2,226,947	2,944,732
Oats.....	24,930	40,586
Barley.....	15,538	19,312
Flax.....		149
Rejected mixed grain.....		1,205
Rye.....	5,582	5,601
<i>Edmonton—</i>		
Wheat.....	2,306,502	2,345,322
Oats.....	204,558	243,044
Barley.....	67,285	62,254
Rejected mixed grain.....	483	2,398
Corn.....	1,061	1,061
<i>Moose Jaw—</i>		
Wheat.....	3,104,699	3,490,755
Oats.....	911,548	887,116
Barley.....	447,825	440,543
Flax.....	10,584	10,291
Rejected mixed grain.....	31,243	37,579
Rye.....	55,633	54,704
<i>Saskatoon—</i>		
Wheat.....	1,283,745	3,096,469
Oats.....	412,200	424,077
Barley.....	36,929	34,366
Rejected mixed grain.....	1,639	2,760
Rye.....		7,671
<i>Total All Points—</i>		
Wheat.....	279,456,445	271,135,495
Oats.....	21,133,656	20,932,143
Barley.....	20,192,136	29,847,318
Flax.....	3,751,617	3,648,003
Rejected mixed grain.....	241,309	304,195
Rye.....	11,873,559	8,953,884
Corn.....	299,046	304,066

* The discrepancy between bushels registered and bushels registered for cancellation is chiefly explained by the fact that registrations at the head of the lakes are frequently registered for cancellation through the Winnipeg office.

Yours respectfully,

W. T. TODD,
Registrar.

APPENDIX No. 3

REPORT OF CHIEF INSPECTOR

WINNIPEG, MAN., November 14, 1931.

The Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—Herewith my annual report for the crop year August 1, 1930, to July 31, 1931.

WESTERN DIVISION

The crop of the year 1930, although larger than the crop of 1929, was considerably below an average crop. Excessive heat, drought and rust seriously affected the crop in large areas in the southern parts of the Prairie Provinces. Rains and heavy snows earlier than usual in the Northern sections delayed cutting and threshing. This snow practically all disappeared later in the fall and considerable grain was threshed during the winter and spring months. This grain came through the ordeal exceptionally well, the late fall and winter threshed grain, as could be expected, carried some excess moisture and some sprouts and consequently received lower grading, but as a whole, the crop of wheat produced was of excellent quality, and high grade.

The total inspections for the crop year 1930-31 in the Western Division amounted to 248,114 cars as against 191,204 cars for the previous year.

The total inspections from August 1, 1930, to July 31, 1931, are made up as follows:—

	Cars	Percentage
Wheat.....	208,897	84.20
Oats.....	15,098	6.09
Barley.....	14,754	5.95
Flaxseed.....	3,472	1.40
Rye.....	5,589	2.25
Mixed grain.....	205	0.08
Buckwheat.....	4	0.00
Corn.....	3	0.00
Screenings.....	92	0.03
Total.....	248,114	100.00

The grades of wheat are as follows:—

	Cars	Percentage
1 Manitoba Hard.....	17,553	8.40
1 Manitoba Northern.....	66,649	31.91
2 Manitoba Northern.....	44,653	21.38
3 Manitoba Northern.....	10,886	5.21
4 Manitoba Northern.....	3,606	1.73
No. 5.....	560	0.27
No. 6.....	125	0.06
No. 4 Special.....	944	0.45
No. 5 Special.....	412	0.20
No. 6 Special.....	99	0.05
Feed.....	122	0.06
Sample wheat.....	45	0.02
Smutty.....	2,262	1.08
Tough.....	47,164	22.59
Damp.....	3,044	1.46
Rejected.....	689	0.33
Condemned.....	8	0.00
1 Amber Durum.....	3,378	1.62
2 Amber Durum.....	2,271	1.09
3 Amber Durum.....	1,011	0.48
4 Amber Durum.....	140	0.07
6 Amber Durum.....	1	0.00
Smutty Amber Durum.....	1,471	0.70
Tough Amber Durum.....	29	0.01
Damp Amber Durum.....	3	0.00

The grades of wheat—*Concluded*

	Cars	Percentage
Rejected Amber Durum.....	365	0.18
Red Durum.....	3	0.00
1 White Spring.....	340	0.16
2 White Spring.....	300	0.14
3 White Spring.....	142	0.07
4 White Spring.....	1	0.00
Smutty White Spring.....	3	0.00
Tough White Spring.....	9	0.00
Damp White Spring.....	2	0.00
Rejected White Spring.....	16	0.01
No. 1 mixed wheat.....	47	0.02
No. 2 mixed wheat.....	49	0.02
No. 3 mixed wheat.....	18	0.01
No. 4 mixed wheat.....	46	0.02
No. 5 mixed wheat.....	3	0.00
No. 6 mixed wheat.....	74	0.04
Tough mixed wheat.....	7	0.00
Damp mixed wheat.....	3	0.00
Smutty mixed wheat.....	24	0.01
Rejected mixed wheat.....	7	0.00
1 Alberta Red Winter.....	163	0.08
2 Alberta Winter.....	116	0.06
3 Alberta Winter.....	6	0.00
Smutty Alberta Winter.....	19	0.01
Tough Alberta Winter.....	7	0.00
Rejected Alberta Winter.....	2	0.00
Total.....	208,897	100.00

The grades of oats are as follows:—

	Cars	Percentage
1 C.W.....	41	0.27
2 C.W.....	2,939	19.46
3 C.W.....	3,444	22.81
Special feed.....	56	0.37
Ex. 1 feed.....	205	1.37
1 feed.....	2,628	17.41
2 feed.....	1,141	7.56
3 feed.....	131	0.87
Mixed feed.....	24	0.16
Rejected.....	29	0.19
Sample oats.....	2	0.01
Tough.....	4,369	28.93
Damp.....	89	0.59
Total.....	15,098	100.00

The grades of barley are as follows:—

	Cars	Percentage
2 C.W. (six-row).....	6	0.03
3 Ex. C.W. (six-row).....	1,103	7.47
2 C.W. (two-row).....	20	0.13
3 Ex. C.W. (two-row).....	125	0.84
2 C.W. (trebi).....	1	0.00
3 Ex C.W. (trebi).....	82	0.55
3 C.W.....	10,237	69.51
4 C.W.....	1,716	11.63
5 C.W.....	645	4.36
6 C.W.....	107	0.71
Rejected.....	13	0.07
Tough.....	610	4.11
Damp.....	89	0.59
Total.....	14,754	100.00

The grades of flax are as follows:—

	Cars	Percentage
1 C.W.....	2,984	85.94
2 C.W.....	168	4.83
3 C.W.....	67	1.96
4 C.W.....	15	0.43
Rejected.....	3	0.08
Tough.....	226	6.51
Damp.....	2	0.05
Sample flax.....	7	0.20
Total.....	3,472	100.00

The grades of rye are as follows:—

	Cars	Percentage
1 C.W.....	514	9.17
2 C.W.....	3,595	64.49
3 C.W.....	997	17.82
4 C.W.....	70	1.24
Ergoty rye.....	65	1.15
Rejected.....	36	0.62
Tough.....	306	5.43
Damp.....	6	0.08
Total.....	5,589	100.00

The grades of mixed grain are as follows:—

	Cars	Percentage
No. 1.....	43	20.97
No. 2.....	23	11.22
No. 3.....	95	46.35
Tough.....	35	17.07
Damp.....	5	2.44
Rejected.....	4	1.95
Total.....	205	100.00

The number of cars of grain inspected at the various inspection points during crop year August 1, 1930, to July 31, 1931, are as follows:—

Point	Cars	Percentage
Winnipeg.....	145,511	58.64
Calgary.....	28,377	11.44
Edmonton.....	30,053	12.12
Moose Jaw.....	15,528	6.26
Saskatoon.....	24,359	9.82
Medicine Hat.....	2,247	0.91
Superior.....	551	0.22
Vancouver.....	1,469	0.59
Prince Rupert.....	19	0.00
Total.....	248,114	100.00

Summary of cars reinspected at Winnipeg:—

	Cars	Percentage
Left as graded.....	8,548	72.70
Grades raised.....	2,187	18.60
Grades lowered.....	189	1.61
Dockage raised.....	158	1.35
Dockage lowered.....	675	5.74
Total.....	11,757	100.00

Summary of cars reinspected at Calgary:—

	Cars	Percentage
Left as graded.....	2,446	44.27
Grades raised.....	1,641	29.70
Grades lowered.....	485	8.78
Dockage raised.....	413	7.48
Dockage lowered.....	540	9.77
Total.....	5,525	100.00

Summary of cars reinspected at Edmonton:—

	Cars	Percentage
Left as graded.....	7,353	85.36
Grades raised.....	888	10.31
Grades lowered.....	54	0.62
Dockage raised.....	81	0.94
Dockage lowered.....	239	2.77
Total.....	8,615	100.00

Summary of cars reinspected at Saskatoon:—

	Cars	Percentage
Left as graded.....	2,370	75.30
Grades raised.....	683	21.69
Grades lowered.....	19	0.60
Dockage raised.....	19	0.60
Dockage lowered.....	57	1.81
Total.....	3,148	100.00

Summary of cars reinspected at Moose Jaw:—

	Cars	Percentage
Left as graded.....	1,035	69.23
Grades raised.....	323	21.61
Grades lowered.....	44	2.94
Dockage raised.....	25	1.67
Dockage lowered.....	68	4.55
Total.....	1,495	100.00

Summary of cars reinspected at Medicine Hat:—

	Cars	Percentage
Left as graded.....	37	61.67
Grades raised.....	12	20.00
Grades lowered.....	6	10.00
Dockage raised.....	3	5.00
Dockage lowered.....	2	3.33
Total.....	60	100.00

RECAPITULATION OF REINSECTIONS

	Cars	Percentage	Percentage of total inspections
Left as graded.....	21,789	71.21	8.78
Grades raised.....	5,734	18.74	2.31
Grades lowered.....	797	2.60	0.32
Dockage raised.....	699	2.28	0.28
Dockage lowered.....	1,581	5.17	0.64
Total.....	30,600	100.00	12.33
Total reinspections.....	30,600	.....	12.33
Left as graded.....	21,789	8.78	.....
Total changes.....	8,811	3.55	12.33

Summary of cars appealed at Winnipeg:—

	Cars	Percentage
Left as graded originally.....	705	91.44
Grades raised.....	64	8.30
Grades lowered.....	2	0.26
Dockage raised.....	.....	.....
Dockage lowered.....	.....	.....
Total.....	771	100.00

Summary of cars appealed at Calgary:—

	Cars	Percentage
Left as graded originally.....	371	76.81
Grades raised.....	80	16.56
Grades lowered.....	16	3.31
Dockage raised.....	4	0.83
Dockage lowered.....	12	2.49
Total.....	483	100.00

Summary of cars appealed at Edmonton:—

	Cars	Percentage
Left as graded originally.....	704	92.51
Grades raised.....	46	6.05
Grades lowered.....	3	0.39
Dockage raised.....	1	0.13
Dockage lowered.....	7	0.92
Total.....	761	100.00

RECAPITULATION OF APPEALS

	Cars	Cars	Percentage of total inspections sustained and changed	Percentage of total inspection
Total cars appealed.....		2,015		.8
Grades sustained.....	1,780		.717	
Grades changed.....	235	2,015	.095	.8
Grades changed.....		235		.0
Grades raised.....	190		.077	
Grades lowered.....	21		.008	
Dockage raised.....	5		.002	
Dockage lowered.....	19	235	.008	.0

RECEIPTS AND SHIPMENTS OF GRAIN AT FORT WILLIAM, PORT ARTHUR,
VANCOUVER, PRINCE RUPERT, VICTORIA, DULUTH, SUPERIOR,
DURING THE YEAR AUGUST 1, 1930, TO JULY 31, 1931

FORT WILLIAM—PORT ARTHUR

	Receipts Bushels	Shipments Bushels
Wheat.....	185,474,484	174,833,285
Oats.....	16,074,379	15,910,805
Barley.....	17,856,594	25,000,470
Flax seed.....	3,664,946	3,353,963
Rye.....	7,602,402	3,240,022
Mixed grain.....	211,640	245,546
	230,884,445	222,584,091

VANCOUVER

	Bushels	Bushels
Wheat.....	75,893,715	73,049,999
Oats.....	1,905,082	1,308,044
Barley.....	195,458	36,425
Rye.....	152,305	54,210
Flax seed.....	3,625	1,565
Mixed grain.....	4,958	355
	78,155,143	74,450,598

PRINCE RUPERT

	Bushels	Bushels
Wheat.....	373,638	1,259,499
Oats.....		1,328
Barley.....		94
	373,638	1,260,921

VICTORIA

	Bushels	Bushels
Wheat.....	933,422	946,516
Oats.....	523	4,954
	933,945	951,470

DULUTH—SUPERIOR

	Bushels	Bushels
Wheat.....	513,923	539,931
Oats.....		4,915
Barley.....	333,935	406,399
Flax seed.....	736	736
	848,594	951,981

EASTERN DIVISION

Cargoes and cars inspected and sampled in the Eastern Division during the year August 1, 1930, to July 31, 1931:—

GRAIN OF UNITED STATES PRODUCTION CARGOES INSPECTED AT MONTREAL

	Bushels	Bushels
No. 1 Hard Winter.....	85,294	
No. 2 Hard Winter.....	748,211	
No. 3 Hard Winter.....	21,917	
No. 2 Amber Durum.....	1,519,072	
No. 2 Mixed Durum.....	16,000	
No. 2 Red Durum.....	40,000	
No. 2 Rye.....	69,996	
	<u>2,500,490</u>	

GRAIN OF UNITED STATES AND CANADIAN PRODUCTION
CARGOES INSPECTED AT MONTREAL AND WEST SAINT JOHN

	Bushels	Bushels
No. 2 Amber Durum.....	7,659,195	
No. 2 Mixed Durum.....	583,400	
No. 2 Rye.....	1,794,547	
No. 1 Mixed Feed Oats.....	134,459	
	<u>10,171,601</u>	
At Montreal.....	10,627,758	12,672,091
At West Saint John.....	2,044,333	
	<u>12,672,091</u>	

GRAIN OF EASTERN DIVISION

CARS INSPECTED AT MONTREAL

	Cars	Cars	Cars
No. 2 white oats.....	17		
No. 3 white oats.....	75		
No. 4 white oats.....	71		
No grade oats.....	3		
Rejected.....	16		
	<u>182</u>		
Mixed grain.....	6	6	
No. 2 barley.....	2		
No. 3 barley.....	5		
No. 4 barley.....	5		
	<u>12</u>		
No. 2 buckwheat.....	11	11	211

CARS INSPECTED AT TORONTO

Wheat—			
No. 2 red winter.....	20		
No. 2 white winter.....	10		
No. 3 winter.....	64		
No. 2 mixed winter.....	161		
No. 1 commercial wheat.....	28		
No. 2 commercial wheat.....	19		
Rejected mixed wheat.....	5		
	<u>307</u>		
Oats—			
No. 2 white.....	27		
No. 3 white.....	15		
No. 4 white.....	7		
	<u>49</u>		
Barley—			
No. 3 extra.....	23		
No. 3 barley.....	14		
No. 4 barley.....	11		
Rejected.....	1		
	<u>49</u>		
Buckwheat—			
No. 2 buckwheat.....	164		
No. 3 buckwheat.....	13	177	582
	<u>793</u>		
Total cars.....			<u>793</u>

CARGOES SAMPLED FOR ACCOUNT OF THE BOARD ON WHICH NO FEES WERE COLLECTED

WESTERN DIVISION GRAIN			
	Bushels	Bushels	Bushels
Wheat.....	71,989,185		
Oats.....	2,070,386		
Barley.....	11,464,094		
Rye.....	81,498		
		85,605,163	
ARGENTINE GRAIN			
Corn.....		629,025	
SOUTH AFRICAN GRAIN			
Corn		1,082,748	
			87,316,936

CARGOES SAMPLED FOR ACCOUNT OF SHIPPERS, ON WHICH FEES WERE COLLECTED

WESTERN DIVISION GRAIN			
Wheat.....	4,994,561		
Oats.....	763,311		
Barley.....	4,083,004		
Groats.....	19,103		
Screenings.....	39,532		
		9,899,511	
UNITED STATES GRAIN			
Wheat.....	6,431,063		
Barley.....	104,801		
Rye.....	281,000		
		6,816,864	
ARGENTINE GRAIN			
Corn.....		2,554,185	
SOUTH AFRICAN GRAIN			
Corn.....		399,172	
EASTERN DIVISION GRAIN			
Buckwheat.....		12,282	
			19,682,014
			106,998,950
At Montreal.....	84,695,904		
Saint John.....	9,425,458		
Sorel.....	6,577,631		
Quebec.....	6,219,577		
Portland.....	80,380		
			106,998,950

CARS SAMPLED FOR OWNER'S ACCOUNT AND FEES COLLECTED

Place of Origin	Cars Wheat	Cars Oats	Cars Barley	Cars Rye	Cars Corn	Cars Flour	Total
Can. Western Div.....	144	201	135	46			5
Can. Eastern Div.....	3	2	15			2	1
United States.....	20		1	2			1
Argentine.....					471		47
	167	203	151	48	471	2	1,04

Sampled at—	Cars
Montreal Harbour Commission Elevators.....	872
Montreal Harbour Commission Yards.....	1
Montreal Rail and Water Terminal.....	1
Quebec Harbour Commission Elevators.....	19
Ogilvies Flour Mill, Montreal.....	6
Point St. Charles.....	71
St. Henry.....	5
Outremont.....	28
Mile End.....	10
Hochelaga.....	25
Quyon.....	1
Angeline.....	1
St. Rosalie.....	1
St. Hyacinthe.....	1
	1,04

GARNET WHEAT

GARNET WHEAT, crop year August 1, 1930, to July 31, 1931, graded into the Two Northern and lower grades of Red Spring Wheat at inspection points in the Western Division.

Inspected at	Total Cars Red Spring	Cars Containing Garnet	Percentage of Garnet
Vancouver.....	1,287	443	34.42
Edmonton.....	27,530	8,871	32.22
Calgary.....	27,112	6,406	23.62
Saskatoon.....	20,206	3,267	16.16
Winnipeg.....	107,288	12,760	11.89
Moose Jaw.....	13,304	57	0.42
Medicine Hat.....	2,075	1	0.05
Total.....	198,802	31,805	15.998%

JAS. D. FRASER,
Chief Inspector.

In the crop year under review the branch maintained staffs at the points and two (2) scales (thirty-three (33) at Pacific coast ports and forty-six (46) at the interior; an increase of ten (10) over the preceding crop year. The equipment used in weighing and handling grain in the above elevators has been under the constant supervision of the weighmasters and the upkeep has been very satisfactory.

EASTERN DIVISION

Staffs have been maintained at seven (7) ports in this division being employed on a fee basis.

SCALES

WESTERN DIVISION

Under my authority as elevator scale inspector, the regular annual inspection of scales was carried out as provided for by the Weights and Measures Act, for which certificates of verification were issued and fees collected and remitted to the following district inspectors of Weights and Measures:—

J. B. Attridge, Winnipeg.....	\$ 2,352.70
E. B. Lawrence, Regina.....	79.00
W. Wallace, Saskatoon.....	77.00
E. E. Little, Calgary.....	120.30
J. M. McLeod, Edmonton.....	61.00
A. H. Patton, Vancouver.....	637.12
	\$ 3,067.02

(Detailed statement of above attached)

In the terminal elevators at the head of the lakes there are two hundred and two (202) scales of varying capacity. These scales have been kept in good repair by a scale mechanic employed by the various elevator companies.

In the Government interior elevators at Moose Jaw, Saskatoon, Calgary, Edmonton and Lethbridge and in the terminals leading to tidewater at Vancouver, Prince Rupert, Victoria, New Westminster and Port Churchill, there are one hundred and three (103) scales, making a total of three hundred and five (305) scales under my supervision, which have been inspected twice during the year. The semi-annual test is made to insure the continued accuracy of the scales for which there is no charge. Special tests were made at various elevators upon request and when found necessary.

EASTERN DIVISION

The inspection of scales in this division was carried out by Mr. A. A. Bowen of Montreal, under his authority as Weights and Measures Inspector.

APPENDIX No. 4

REPORT OF CHIEF WEIGHMASTER

J. RAYNER, Esq.,

The Secretary, Board of Grain Commissioners,
Winnipeg, Manitoba.

DEAR SIR,—Herewith is my annual report for the crop year ending July 31, 1931:—

ELEVATORS

WESTERN DIVISION

In the crop year under review this branch maintained staffs at one hundred and twelve (112) elevators licensed by the board as follows. thirty-three (33) at the head of the lakes, thirty-three (33) at Pacific coast ports and forty-six (46) at interior points; an increase of ten (10) over the preceding crop year.

The equipment used in weighing and handling grain in the above elevators has been under the constant supervision of the weighmasters and the upkee has been very satisfactory.

EASTERN DIVISION

Staffs have been maintained at seven (7) ports in this division, being employed on a fees basis.

SCALES

WESTERN DIVISION

Under my authority as elevator scale inspector, the regular annual inspection of scales was carried out as provided for by the Weights and Measures Act, for which certificates of verification were issued and fees collected and remitted to the following district inspectors of Weights and Measures:—

J. B. Attridge, Winnipeg.....	\$ 2,368.70
E. B. Lorrimer, Regina.....	79.60
W. Wallace, Saskatoon.....	77.60
A. E. Cable, Calgary.....	129.30
J. M. McLeod, Edmonton.....	61.00
A. H. Dutton, Vancouver.....	651.45

\$ 3,367.65

(Detailed statement of above attached.)

In the terminal elevators at the head of the lakes there are two hundred and two (202) scales of varying capacity. These scales have been kept in good repair by a scale mechanic employed by the various elevator companies.

In the Government interior elevators at Moose Jaw, Saskatoon, Calgary, Edmonton and Lethbridge and in the terminals loading to tidewater at Vancouver, Prince Rupert, Victoria, New Westminster and Port Churchill, there are one hundred and three (103) scales, making a total of three hundred and fifty (305) scales under my supervision, which have been inspected twice during the year. The semi-annual test is made to insure the continued accuracy of the scales, for which there is no charge. Special tests were made at various elevators upon request and when found necessary.

EASTERN DIVISION

The inspection of scales in this division was carried out by Mr. A. A. Bowler of Montreal, under his authority as Weights and Measures inspector.

WEIGHING STAFF

During the past crop year there have been twenty-three (23) additions to the weighing staff in the Western Division and a corresponding number of separations, details of which are given below:—

Superannuated.....	1
Resigned.....	2
Discharged.....	1
Laid off.....	19
	<hr/>
	23

Staffs were maintained at the following points:—

Ontario.—Port Arthur, Kenora, Fort William and Keewatin.

Manitoba.—Winnipeg and Portage la Prairie.

Saskatchewan.—Saskatoon, Moose Jaw and Factivia.

Alberta.—Medicine Hat, Edmonton and Calgary.

British Columbia.—Vancouver, New Westminster, Prince Rupert and Victoria.

LEAK AND SEAL INSPECTION

Following is a report showing the number of men employed and the cost of operating and maintaining the leak and seal inspection in the railway yards at Winnipeg for the past crop year:—

	Maximum number men employed	Amount
1930—August.....	28	\$ 2,807.55
September.....	37	3,628.67
October.....	36	3,922.00
November.....	36	3,970.00
December.....	36	3,896.00
1931—January.....	36	3,796.00
February.....	30	3,272.00
March.....	28	2,681.48
April.....	26	2,489.96
May.....	26	2,391.49
June.....	26	2,676.31
July.....	26	3,002.00
		<hr/>
		\$ 38,533.46
2 clerks Grade 3, 1 typist, 1 supervisor.....		5,265.00
		<hr/>
Total Cost.....		\$ 43,798.46
Condition reports completed for grain trade.....		19,541
Revenue derived from condition reports.....		\$ 4,550.25

	Cars inspected	Cars leaking and defective	Seals missing and defective	Per cent
C.P.R. Yards.....	82,657	14,144	1,854	19.4
C.N.R. Yards.....	52,262	9,240	601	18.8
G.T.P. Yards.....	39,700	5,983	81	15.3
	<hr/>	<hr/>	<hr/>	
	174,619	29,367	2,536	

SUMMARY

Total cost.....	\$ 43,798.46
Total revenue.....	4,550.25
Total cars inspected.....	174,619
Total cars defective.....	31,903
Total condition reports.....	19,541

Following are the quantities of the various grains which were weighed into and out of elevators at the following points in the Western Division during the crop year ended July 31, 1931.

FORT WILLIAM-PORT ARTHUR

RECEIPTS

Grain	Cars	Gross receipts from west	Cars	Transfer receipts	Vessel transfer receipts	Grand total	
						Cars	Receipts
Wheat.....	136,848	190,364,176-30	2,036	2,845,401-20	3,859,136-10	138,884	197,068,714-00
Oats.....	7,532½	16,115,360-00	973½	1,907,787-22	873,068-02	8,506	18,896,215-24
Barley.....	11,176	17,895,725-24	725	1,205,009-18	1,740,381-37	11,901	20,841,116-31
Flaxseed.....	3,082½	4,057,019-22	6	6,122-14	12,313-40	3,088½	4,075,455-20
Rye.....	5,476	7,806,945-50	793	1,227,677-26	3,014,285-16	6,269	12,048,908-36
Corn ex-vessel.....	.....	24,931-14	20	29,840-00	.....	20	54,771-14
Mixed grain.....	147½	10,661,956 lbs.	39½	2,514,440 lbs.	278,116 lbs.	187	13,454,512 lbs.
Screenings.....	73	4,410,754 lbs.	58	2,639,820 lbs.	.....	131	7,050,574 lbs.

SHIPMENTS

Grain	Cars	Lake	Rail	Cars	Transfers	Vessel transfers	Milled	Grand total	
								Cars	Bushels
Wheat.....	236	175,066,486-56	301,219-50	2,032	2,848,274-10	3,858,846-00	1,169,340-10	2,268	183,244,167-06
Oats.....	621½	16,271,696-24	58,908-07	987½	1,946,206-12	873,068-02	1,376,695-22	1,609	21,757,574-33
Barley.....	35	25,091,679-12	58,810-02	730	1,205,228-39	1,740,735-07	54,141-13	765	28,150,594-25
Flaxseed.....	134	3,403,614-26	201,020-30	5	5,677-12	12,313-40	56-04	139	3,622,682-00
Rye.....	.....	3,193,333-45	52-28	819	1,268,523-15	3,612,885-55	75-30	819	8,074,871-05
Corn ex vessel.....	7	.....	9,978-12	10	14,946-44	.....	24,121-24	17	49,046-24
Mixed grain.....	11	.....	671,550 lbs.	36½	2,392,760 lbs.	295,796 lbs.	627,660 lbs.	47½	3,987,766 lbs.
Screenings.....	1,290½	108,613,230 lbs.	55,491,660 lbs.	58	2,711,380 lbs.	.....	3,726,440 lbs.	1,348½	170,542,710 lbs.

TRADE AND COMMERCE

VICTORIA, B.C.

RECEIPTS

Grain	Cars	Receipts	Transfer Receipts	Total Receipts	
				Cars	Bushels
Wheat.....	676	948,129-50	21,703-20	676	969,833-70
Oats.....		555-30			555-30

SHIPMENTS

Grain	Ocean	Vessel Transfer	Cars	Rail	Total Shipments	
					Cars	Bushels
Wheat.....	946,515-50	21,703-20				968,219-10
Oats.....				4,953-28		4,953-28
Corn.....			1	10,160-10	1	10,160-10
Screenings.....				179,410 Lbs.		179,410 Lbs.

PRINCE RUPERT, B.C.

RECEIPTS

Grain	Cars	Receipts	Transfer Receipts	Total Receipts	
				Cars	Bushels
Wheat.....	273	378,129-50		273	378,129-50

SHIPMENTS

Grain	Ocean	Ocean Transfer	Cars	Rail	Total Shipments	
					Cars	Bushels
Wheat.....	1,255,333-20			4,166-10		1,259,499-30
Oats.....		7,058-18	$\frac{1}{2}$	1,328-08	$\frac{1}{2}$	8,386-26
Barley.....				93-36		93-36
Screenings.....		107,240 Lbs.				107,240 Lbs.

CANADIAN GOVERNMENT INTERIOR ELEVATORS

Grain	Receipts		Shipments	
	Cars	Bushels	Cars	Bushels
Wheat.....	6,731	9,884,033-50	6,589	11,146,746-50
Oats.....	702	1,488,335-00	783	1,652,911-08
Barley.....	331	517,916-02	335	518,515-16
Flaxseed.....	7	10,345-42	7	10,613-38
Rye.....	29	49,475-46	38	60,887-44
United States corn.....	1	1,062-28	1	1,061-34
Mixed grain.....	25 $\frac{1}{2}$	1,837,570 Lbs.	29	2,149,330 Lbs.
Screenings.....	8	399,390 Lbs.	142	8,561,792 Lbs.

**TOTAL CARS WEIGHED AT INTERIOR POINTS OTHER THAN GOVERNMENT
ELEVATORS, CROP YEAR 1930-31**

	Bushels	Cars
Kenora.....	1,257,980	840
Keewatin.....	6,521,090	4,406
Winnipeg.....	18,608,120	12,356
Portage la Prairie.....	1,730,110	1,151
Saskatoon.....	9,113,400	6,137
Moose Jaw.....	6,901,580	4,727
Calgary.....	11,182,850	7,328
Edmonton.....	2,279,810	1,525
Medicine Hat.....	3,830,690	2,533
Totals.....	61,425,630	41,003

SHORTAGES—CARS

Very few complaints were received during the crop year, of shortages on cars unloaded at terminal points. Those received were carefully investigated and where it was proven that mishaps had occurred at unloading, elevator companies were asked to issue additional warehouse receipts to cover these claims, amounting to 14,720 pounds.

**REPORT OF CARS ARRIVING AT DESTINATION WITH MISSING OR DEFECTIVE
SEALS—WESTERN DIVISION—CROP YEAR ENDED JULY 31, 1931**

Missing Seals

Via Canadian Pacific Railway... 3,285
Via Canadian National Railway. 1,593

Broken Seals

Via Canadian Pacific Railway.... 334
Via Canadian National Railway.. 108

**REPORT OF CARS LEAKING ON ARRIVAL AT DESTINATION IN THE WESTERN
DIVISION DURING THE CROP YEAR 1930-31**

CANADIAN PACIFIC RAILWAY

Month	Door post	End	Draw bar	Side	King bolt	Floor	Grain door	Total
1930—August.....	187	511	64	751	4	20	217	1,754
September.....	426	1,690	125	1,889	3	40	463	4,636
October.....	155	635	66	963	3	25	292	2,139
November.....	125	412	42	556	2	19	181	1,337
December.....	51	165	19	274	.....	4	163	676
1931—January.....	38	64	9	159	.....	4	95	369
February.....	50	140	17	274	1	2	86	570
March.....	57	154	12	317	.....	6	85	631
April.....	61	270	10	421	.....	5	92	859
May.....	108	386	24	443	.....	24	96	1,081
June.....	114	703	27	569	1	15	151	1,580
July.....	78	297	24	360	.....	14	102	875
	1,450	5,427	439	6,976	14	178	2,023	16,507

REPORT OF CARS LEAKING ON ARRIVAL AT DESTINATION IN THE WESTERN DIVISION DURING THE CROP YEAR 1930-31—Concluded

CANADIAN NATIONAL RAILWAY

Month	Door post	End	Draw bar	Side	King bolt	Floor	Grain door	Total
1930—August.....	236	628	20	593	.....	11	101	1,169
September.....	345	1,814	86	974	2	14	406	3,541
October.....	278	881	79	659	1	7	361	2,166
November.....	204	623	35	486	1	20	135	1,484
December.....	155	366	37	369	.....	7	167	1,034
1931—January.....	75	170	15	154	.....	1	83	488
February.....	110	269	19	224	.....	3	103	628
March.....	133	261	11	304	1	2	46	757
April.....	141	318	26	521	.....	5	116	1,027
May.....	100	359	32	771	.....	4	211	1,477
June.....	138	497	45	942	.....	8	121	1,704
July.....	117	256	24	473	1	7	77	1,054
	2,032	6,442	429	6,470	6	89	1,927	17,395

SUMMARY

Total leaking cars via Canadian Pacific Railway.....	16,507
Total leaking cars via Canadian National Railway.....	17,395
Total.....	33,902
Transferred <i>en route</i> on account of bad order.....	256

REPORTED VESSEL SHORTAGES

Reported shortages on the outturn of cargoes loaded at Fort William and Port Arthur and unloaded at Eastern Canadian and American ports in the crop year under review show a considerable improvement over the preceding year. The average reported net shortage or overage of pounds per 1,000 bushels on the various grains, was as follows:—

Grain	Canadian ports	American ports short	Average Canadian and American ports
Wheat.....	19.53 short	1.08	9.77 short
Oats.....	17.2 short	6.87	16.2 short
Barley.....	19.11 short	5.24	15.87 short
Flaxseed.....	17.32 over	13.37	1.22 short
Rye.....	43.53 short	65.08	48.23 short

PER TON

Mixed feed oats groats.....	1.53 short	.....	1.53 short
Screenings.....	2.42 short	5.82	4.8 short

Complaints of serious shortages on the outturns of some cargoes were received. The records of the weighing and loading of the said cargoes were rechecked and thorough investigations made at the loading elevators failed to find any cause for these alleged shortages.

Some unloading elevators report satisfactory outturns, which indicates close and careful handling and weighing, while others continue to report serious shortages. In view of the fact that the same care and close supervision is exercised

TE By our weighmen in the weighing of all cargoes, it is difficult to understand why
 the average reported shortages at the various unloading elevators on wheat, vary
 from 1.15 pounds per 1,000 bushels to over 30 pounds per 1,000 bushels.

STATEMENT SHOWING THE SHIPMENTS OF GRAIN FROM PORT ARTHUR AND FORT
 WILLIAM DURING CROP YEAR 1930-1931

Grain	Canadian ports	United States ports	Total
Wheat.....	82,406,892-16	92,659,594-40	175,066,486-56
Barley.....	14,381,615-00	1,548,216-14	15,929,831-14
Oats.....	19,230,600-45	5,861,078-15	25,091,679-12
Flaxseed.....	1,317,295-00	2,056,319-26	3,403,614-26
Peas.....	2,497,466-01	695,867-44	3,193,333-45
	tons	tons	tons
Mixed feed oats groats.....	5,811-1,420	.....	5,811-1,420
Greenings.....	16,162-1,850	38,143-1,380	54,306-1,230

ANNUAL WEIGH-UP

All the stocks of grain in store in the public, semi-public and private terminal licensed elevators operating in the Western Division, were officially weighed up and statements of the correct quantities of each grade in store were forwarded to the Board.

The stocks of grain in store in elevators operating under the said licences were very heavy, approximately 70,000,000 bushels being weighed over, which taxed the resources of the executive officers of this branch to the utmost, in order to have all weigh-ups completed by the end of the crop year.

S. M. CAPON,
Chief Weighmaster.

FORT WILLIAM, ONT., December 21, 1931.

BOARD OF GRAIN COMMISSIONERS FOR CANADA—CHIEF WEIGHMASTER'S OFFICE

REPORT OF SCALES INSPECTED IN ELEVATORS—WESTERN DIVISION, YEAR 1930-31

Name of Elevator	Date of Construction	Storage	Number of Scales	Make	Capacity	Shipping	Receiving	Date Installed	Inspection Weights and Measures	Fees	Board Inspection	Special Inspection
PUBLIC TERMINALS												
<i>Fort William—</i> Grand Trunk Pacific.....	1910	bush.	10 hoppers.....	Gurney.....	120,000	5	5	1910	Annually.....	120-00	Semi-annually..	
<i>Port Arthur—</i> Canadian Government.....	1913	3,250,000	10 hoppers..... 1 automatic..... 1 platform.....	Fairbanks..... Fairbanks..... Fairbanks.....	120,000 180 600	Bagger	5	1913	Annually..... Annually..... Annually.....	120-00 2-50 1-00	Semi-annually..	
<i>Moose Jaw—</i> Canadian Government.....	1914	5,500,000	6 hoppers..... 2 automatic..... 2 platform.....	Fairbanks..... Fairbanks..... Gurney.....	120,000 180 1,200	Bagger	3	1914 1915 1915	Annually..... Annually..... Annually.....	72-00 4-60 3-00	Semi-annually..	1 special test.
<i>Saskatoon—</i> Canadian Government.....	1914	5,500,000	6 hoppers..... 2 automatic..... 1 platform.....	Gurney..... Fairbanks..... Fairbanks.....	120,000 180 600	Bagger	3	1914 1915 1915	Annually..... Annually..... Annually.....	72-00 4-60 1-00	Semi-annually..	
<i>Calgary—</i> Canadian Government.....	1915	2,500,000	6 hoppers..... 1 automatic..... 1 platform.....	Fairbanks..... Fairbanks..... Fairbanks.....	120,000 180 600	Bagger	3	1915 1915 1915	Annually..... Annually..... Annually.....	72-00 2-30 1-00	Semi-annually..	
<i>Edmonton—</i> Canadian Government.....	1924	2,500,000	5 hoppers..... 1 platform.....	Gurney..... Fairbanks.....	120,000 500		3	1924 1925	Annually..... Annually.....	60-00 1-00	Semi-annually..	1 special test.
<i>Lethbridge—</i> Canadian Government.....	1931	1,250,000	4 hoppers.....	Fairbanks.....	150,000		2	1931	Annually.....	54-00	Semi-annually..	
<i>Port Churchill—</i> Canadian Government.....	1931	2,500,000	8 hoppers.....	Gurney.....	150,000		4	1931	Annually.....	108-00	Semi-annually..	
<i>Vancouver—</i> Pacific Terminal.....	1916	1,250,000	3 hoppers..... 3 automatic..... 3 platform.....	Fairbanks..... Richardson..... Richardson.....	120,000 10,000 180	Bagger	3	1916 1916 1916	Annually..... Annually..... Annually.....	36-00 54-00 9-45	Semi-annually..	1 special test.
SEMI-PUBLIC TERMINALS												
<i>Fort William—</i> Northland "D".....	1896 1908 1908 1914	7,500,000 400,000 120,000 1,000,000	3 hoppers..... 4 hoppers..... 5 hoppers..... 5 hoppers.....	Fairbanks..... Gurney..... Gurney..... Gurney.....	96,000 96,000 120,000 1,000,000		3 4 4 4	1896 1908 1908 1914	Annually..... Annually..... Annually..... Annually.....	36-00 48-00 48-00 96-00	Semi-annually..	1 special test

Canadian Consolidated Grain Western—2nd Unit..... Western—3rd Unit..... Ogilvie..... Federal (Consolidated) Federal—2nd Unit..... Fort William "J"..... Phoenix..... Federal—Northwestern..... Paterson's "O" and Annex "K"..... Federal Grain—"Capitol" Searle..... PRIVATE TERMINALS Fort William—National Feed..... Empress Grain..... Phoenix Feed..... MILL ELEVATORS Fort William—Ogilvie Feed Mill..... SEMI-PUBLIC TERMINALS Port Arthur—Gillespie Terminal..... Canadian Consolidated Grain..... Manitoba Pool..... Union Terminal..... Saskatchewan Pool No. 5..... Eastern Terminal..... Superior Terminal..... Federal Grain—Stewart..... Bawlf Terminal..... Reliance Terminal..... United Grain Growers "A"..... Saskatchewan Pool No. 7..... Saskatchewan Pool No. 6..... Saskatchewan Pool No. 4.....	1908 1908 1908 1909 1911 1913 1916 1922 1925 1927 1917 1928 1918 1912 1912 1921 1905 1908 1917 1930 1918 1922 1923 1923 1924 1927 1928 1928 1917	1,750,000 2,350,000 250,000 3,000,000 1,750,000 1,000,000 3,000,000 4,050,000 65,000 3,000,000 85,000 20,000 35,000 180,000 1,375,000 1,500,000 1,300,000 2,000,000 2,100,000 5,500,000 900,000 2,250,000 2,350,000 3,550,000 5,500,000 7,900,000 7,308,800 6,508,410	4 hoppers..... 5 hoppers..... 2 hoppers..... 8 hoppers..... 3 hoppers..... 4 hoppers..... 4 hoppers..... 1 hopper..... 2 hoppers..... 4 hoppers..... 3 hoppers..... 6 hoppers..... 3 hoppers..... 3 hoppers..... 1 hopper..... 3 hoppers..... 4 hoppers..... 1 hopper..... 1 hopper..... 4 hoppers..... 1 track..... 1 hopper..... 1 platform..... 1 hopper..... 1 platform..... 1 hopper..... 1 hopper..... 1 hopper..... 2 hoppers..... 3 hoppers..... 3 hoppers..... 1 hopper..... 4 hoppers.....
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BOARD OF GRAIN COMMISSIONERS FOR CANADA—CHIEF WEIGHMASTER'S OFFICE—Continued

REPORT OF SCALES INSPECTED IN ELEVATORS—WESTERN DIVISION, YEAR 1930-31—Continued

Name of Elevator	Date of Construction	Storage	Number of Scales	Make	Capacity	Shipping	Receiving	Date Installed	Inspection Weights and Measures	Fees	Board	Special Inspection
		bush.			lb.					\$ cts.	No charge	
PRIVATE TERMINALS												
<i>Port Arthur—</i>												
National.....	1916	60,000	1 hopper.....	Fairbanks.....	60,000		S. & R.	1916	Annually.....	8-00	Semi-annually..	1 special test.
			1 platform.....	B. S. & M.....	1,200			1918	Annually.....	1-50		
			1 automatic.....	Richardson.....	180		Bagger	1918	Annually.....	2-70		
SEMI-PUBLIC TERMINALS												
<i>Vancouver, B.C.</i>												
Vancouver Terminal.....	1924	4,870,000	5 hoppers.....	Fairbanks.....	120,000		2	1924	Annually.....	60-00	Semi-annually..	
			1 hopper.....	Gurney.....	132,000		1	1925	Annually.....	13-00	Semi-annually..	
			3 hoppers.....	Fairbanks.....	72,000		3	1923	Annually.....	30-00	Semi-annually..	
United Grain Growers.....	1923	1,630,000	2 hoppers.....	Fairbanks.....	120,000			1923	Annually.....	24-00	Semi-annually..	
			1 hopper.....	Gurney.....	60,000		1	1924	Annually.....	8-00	Semi-annually..	
			2 hoppers.....	Gurney.....	120,000		2	1927	Annually.....	24-00	Semi-annually..	
Alberta Pool No. 2.....	1924	1,650,000	4 hoppers.....	Gurney.....	150,000		1	1924	Annually.....	56-00	Semi-annually..	1 special test.
			6 hoppers.....	Gurney.....	72,000		6	1924	Annually.....	56-00	Semi-annually..	
Columbia Terminal.....	1924	185,000	2 hoppers.....	Fairbanks.....	60,000		2	1924	Annually.....	16-00	Semi-annually..	
Alberta Pool No. 1.....	1928	5,150,000	1 hopper.....	Fairbanks.....	120,000		1	1928	Annually.....	12-00	Semi-annually..	
Midland Pacific.....	1928	1,500,000	3 hoppers.....	Fairbanks.....	120,000		4	1928	Annually.....	84-00	Semi-annually..	1 special test.
				Fairbanks.....	120,000		1	1928	Annually.....	36-00	Semi-annually..	
<i>Prince Rupert, B.C.—</i>												
Alberta Pool.....	1925	1,250,000	5 hoppers.....	Gurney.....	120,000		3	1925	Annually.....	60-00	Semi-annually..	
<i>New Westminster, B.C.—</i>												
New Westminster Terminal.....	1929	700,000	3 hoppers.....	Gurney.....	120,000		1	1929	Annually.....	36-00	Semi-annually..	
<i>Fraser River Terminal</i>												
Victoria, B.C.—												
Alberta Pool No. 3.....	1928	1,000,000	1 hopper.....	Gurney.....	120,000			1928	Annually.....	12-00	Semi-annually..	2 special tests.
			2 hoppers.....	Gurney.....	72,000		2	1928	Annually.....	20-00	Semi-annually..	
		129,872,210								3,367-65		

APPENDIX No. 5

REPORT OF GENERAL MANAGER OF CANADIAN GOVERNMENT
ELEVATORS

During the year ended July 31, 1931, five elevators were operated by this department, viz., Port Arthur, Moose Jaw, Saskatoon, Calgary and Edmonton. The elevators at Prince Rupert and Halifax are still operated by other parties under lease.

Additional storage of 2,000,000 bushels each at Moose Jaw and Saskatoon was completed during the year and the new elevator under construction at Lethbridge will be ready for operation early in the new crop year.

That elevator, of 1,250,000 bushels capacity, is of modern fireproof construction, equipped with the most up-to-date machinery for the rapid and efficient handling, cleaning and drying of grain of all kinds.

The accumulation of screenings resulting from the cleaning of grain at this point should prove a great advantage to the live stock feeders of the Lethbridge district.

Early in the crop year the Diesel engine plant formerly used for generating power at the Moose Jaw elevator was dismantled and disposed of and direct connections made to city power lines, resulting in an increased and more economical power supply.

An event of outstanding importance was the cleaning and reshipment from Saskatoon elevator of the 500,000 bushels of wheat to Fort Churchill, comprising the two initial cargoes shipped from that point.

As shown by the following comparative statement, the total volume of grain handled by the five elevators was slightly greater than during the preceding crop year.

Elevator	1929-30	1930-31	Increase	Decrease	Net increase
Port Arthur.....	3,233,123	3,537,560	304,437		
Moose Jaw.....	3,145,507	4,539,454	1,393,947		
Saskatoon.....	2,831,192	1,771,984		1,059,208	
Calgary.....	3,107,347	3,044,196		63,151	
Edmonton.....	2,896,801	2,619,897		276,904	
	15,213,970	15,513,091	1,698,384	1,399,263	299,121

The Moose Jaw and Saskatoon elevators again co-operated with the provincial Department of Agriculture in the handling and cleaning of large quantities of feed oats and barley, for distribution throughout southern Saskatchewan. Indications are that this business and the cleaning and distribution of seed grain will continue during the winter months.

Respectfully submitted,

R. HETHERINGTON,

General Manager.

APPENDIX No. 6

REPORT OF GRAIN RESEARCH LABORATORY

WINNIPEG, January 13, 1932.

The Board of Grain Commissioners,
Winnipeg, Man.

SIRS,—I have the honour to submit the following statement showing the special investigations and work carried out by the laboratory during the past year:—

1. Survey of the Protein Content of the Contract Grades of Hard Red Spring Wheat grown in Western Canada during the crop year 1931.
2. Maximum, Minimum and Average Protein Content of the Contract Grades of Wheat grown in the three Prairie Provinces for the five years 1927, 1928, 1929, 1930 and 1931.
3. Complaint of the Liverpool Corn Trade Association.
4. Examination of Cargoes out of Montreal.
5. Quantity and Quality of Oil produced from Different Types and Varieties of Flax.

Method of extraction.

Experimental data.

Physical and chemical data on the average grades of flax, December, 1931.

6. A study of the Suitability of Electrical Moisture Testers for the Determination of Moisture in Wheat for Grain Inspection Purposes.
7. Information for the Chief Inspector.
 - (a) Drying of Wheat.
 - (b) Spring Threshed Wheat.
 - (c) Variety Tests.
 - Poulard.
 - Aurora.
 - (d) Protein Content of Garnet Wheat.
8. Milling and Baking Characteristics of the Crop.
 - (a) Quality of the New Crop Wheat.
 - (b) Information Submitted to the Grain Standards Committee.
 - (c) Study of the Lower Grades.
 - (d) Comparison of the Chief Characteristics of the Standards and Averages for the five years, 1927, 1928, 1929, 1930 and 1931.
 - (e) Comparison of Average Grades from Different Inspection Offices.
 - (f) Comparison of Average Grades from Different Inspection Offices for the years 1928, 1929 and 1931.

As in the past, the laboratory has supervised the operation of the Brown Duvel moisture testers at all the inspection offices from Saint John, N.B., to Vancouver, B.C. Arrangements have been made to install additional equipment in a number of elevators at Vancouver and also at Saint John, whereby the fluctuations in voltage may be controlled. By this means it has been found possible to greatly increase the accuracy and reliability of the tests.

The laboratory has been pleased to co-operate with the Central Experimental Farm, Department of Agriculture, Ottawa, and its branches in the West, with the Canadian Government elevators, and other Government institutions in Western Canada with regard to numerous problems of mutual interest.

During the year the laboratory has been of service to many inquirers located in different parts of the world and has furnished information of the most valued nature to milling organizations both at home and abroad, elevator companies, grain dealers, farmers, and others.

The fifth annual survey of the protein content of the contract grades of Hard Red Spring wheat grown in Western Canada has now been completed and in this connection some 10,500 samples have been tested. As in previous years, the results obtained have been plotted on a map and this is now being prepared for publication.

I also have the honour to submit separately a detailed report of the work of the laboratory with the recommendation that it may be published separately.

Yours respectfully,

F. J. BIRCHARD,

Chemist in Charge.

APPENDIX No. 7

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDED AUGUST 31, 1931—EASTERN AND WESTERN DIVISIONS

WESTERN DIVISION

(a) Winnipeg—
Revenue—

Licence fees		\$ 40,673 00
Registration fees.....	\$ 8,101 20	
Cancellation fees	10,116 84	
		18,218 04
Inspection fees	\$142,309 00	
Samples sold	3,458 29	
Refund express.....	877 45	
Cargo certificates split.....	393 10	
Sundries	18 88	
Overtime	98 45	
		147,155 17
Weighing fees	\$ 15,423 50	
Condition reports	4,353 00	
		19,776 50
Appeal fees		880 50
		<u>\$ 226,703 21</u>

Expenditure—

Board and Executive Office—

Salaries—

Commission and Secretary	\$ 35,600 00
Secretary's office	10,386 16
Licensing and Bonding office	11,490 63

Rents—

Executive office	4,801 59
Licensing and bonding	1,051 00

Travelling Expenses—

Commission	7,396 81
Licensing and bonding	96 00

Sundry Expenses—

Grain Commission	2,130 92
Licensing and bonding.....	213 22
Printing and stationery, Grain Commission.	2,987 38
Printing and stationery, licensing and bonding	3,554 41
General expenses, Grain Commission	21,094 93

\$ 100,803 05

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1931—EASTERN AND WESTERN DIVISIONS—Continued

WESTERN DIVISION—Continued

(a) Winnipeg—Con.

Assistant Commissioner's Office—

Salaries	\$ 8,920 00
Rent	520 00
Travelling expenses	201 80
Sundry expenses	175 22
Printing and stationery	862 86

10,679 88

Accounting Branch—

Salaries	\$ 14,407 00
Rent	2,173 00
Sundry expenses	909 32
Printing and stationery	1,348 63

\$ 18,837 95

Grain Research Laboratory—

Salaries	\$ 31,704 05
Rent	11,466 00
Travelling expenses	579 85
Sundry expenses	7,046 36
Printing and stationery	2,111 52
Capital expenditure	1,155 23

54,063 01

Registration Branch—

Salaries	\$ 12,610 18
Rent	1,500 00
Travelling expenses	183 35
Sundry expenses	388 03
Printing and stationery	490 76

15,172 32

Inspection Branch—

Salaries	\$309,155 01
Rent	25,044 00
Travelling expenses	677 33
Sundry expenses	11,870 00
Printing and stationery	5,855 92

352,602 26

Weighing Branch—

Salaries	\$ 92,294 68
Rent	1,939 00
Travelling expenses	201 15
Sundry expenses	899 33
Printing and stationery	2,177 49

97,511 65

Grain Appeal Tribunal—

Salaries	\$ 6,181 25
Rent	516 00
Sundry expenses	87 00

6,784 25

Western Standards Committee

6,718 57

Commission on Grain Futures

6,793 00

\$ 669,965

(b) Keewatin—

Revenue—

Inspection fees	\$ 1,665 00
Weighing fees	4,920 00

\$ 6,585 00

Expenditure—

Salaries inspection	\$ 1,665 00
Salaries weighing	4,920 00

6,585 00

(c) Kenora—

Revenue—

Weighing fees	\$ 2,030 00
Overtime	14 00

2,044 00

Expenditure—

Salaries weighing	\$ 2,044 00
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2,044 00

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1931—EASTERN AND WESTERN DIVISIONS—*Continued*WESTERN DIVISION—*Continued*(d) *Peterborough*

Revenue—		
Weighing fees	\$ 2,460 00	2,460 00
Expenditure—		
Salaries weighing	\$ 2,460 00	2,460 00

(e) *Portage la Prairie—*

Revenue—		
Weighing fees	\$ 2,690 00	
Overtime	16 00	2,706 00
Expenditure—		
Salaries weighing	\$ 3,390 50	
Expenses	2 50	3,393 00

(f) *Saskatoon—*

Revenue—			
Inspection fees	\$ 27,097 50		
Samples sold	466 47	27,563 97	
Weighing fees	\$ 9,082 66		
Overtime	292 45	9,375 11	\$ 36,939 08
Inspection Branch—			
Expenditure—			
Inspection salaries	\$ 50,616 21		
Rent	2,954 15		
Travelling expenses	233 75		
Sundry expenses	2,376 07		
Printing and stationery	1,706 49	\$ 57,886 67	
Weighing Branch—			
Weighing salaries	\$ 11,370 20	\$ 11,370 20	\$ 69,256 87

(g) *Moose Jaw—*

Revenue—			
Inspection fees	\$ 18,613 50		
Samples sold	508 27		
Refund express	1 75	\$ 19,123 52	
Weighing fees	\$ 10,494 10		
Overtime	152 95	\$ 10,647 05	\$ 29,770 57
Expenditure—			
Inspection Branch—			
Salaries	\$ 42,845 60		
Rent	3,137 00		
Travelling expenses	217 35		
Sundries	1,605 68		
Printing and stationery	862 88	\$ 48,668 51	
Weighing Branch—			
Salaries	\$ 10,051 20		
Sundries	3 00	10,054 20	\$ 58,722 71

(h) *Medicine Hat—*

Revenue—			
Inspection fees	\$ 5,516 56		
Overtime	89 80		
Samples sold	76 50	\$ 5,682 86	
Weighing fees	\$ 7,256 33	7,256 33	\$ 12,939 19

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1931—EASTERN AND WESTERN DIVISIONS—*Continued*

WESTERN DIVISION—*Continued*

(h) *Medicine Hat*—Con.

Expenditure—

Inspection Branch—

Salaries	\$ 5,352 60
Rent	300 00
Sundry expenses	223 09

\$ 5,875 69

Weighing Branch—

Salaries	\$ 7,017 00
Travelling expenses	46 50

7,063 50

\$ 12,939

(i) *Calgary*—

Revenue—

Inspection fees	\$ 29,249 00
Samples sold	748 10
Refund express	323 75

\$ 30,320 85

Weighing fees	\$ 11,759 10
Overtime	82 00

\$ 11,841 10

Appeal fees	\$ 488 00
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488 00

\$ 42,649

Expenditure—

Assistant Commissioner's Office—

Salaries	\$ 9,005 78
Rent	680 00
Travelling expenses	644 75
Sundries	478 38
Printing and stationery	107 52

\$ 10,916 43

Inspection Branch—

Salaries	\$ 41,805 63
Rent	2,820 15
Travelling expenses	79 65
Sundries	3,229 07
Printing and stationery	993 05

48,927 55

Weighing Branch—

Salaries	\$ 20,121 25
Sundries	177 87
Printing and stationery	143 99

20,443 11

Grain Appeal Tribunal—

Salaries	\$ 4,425 00
Rent	476 21
Sundry expenses	161 68
Printing and stationery	29 50

5,092 39

\$ 85,379

(j) *Edmonton*—

Revenue—

Inspection fees	\$ 31,997 50
Samples sold	598 23
Refund express	675 00

\$ 33,270 73

Weighing fees	\$ 6,658 00
Overtime	46 50

6,704 50

Appeal fees	\$ 749 75
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749 75

\$ 40,724

Expenditure—

Inspection Branch—

Salaries	\$ 44,533 71
Rent	4,382 10
Travelling expenses	50 00
Sundry expenses	3,932 82
Printing and stationery	456 41

\$ 53,355 04

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1931—EASTERN AND WESTERN DIVISIONS—Continued

WESTERN DIVISION—Continued

(j) <i>Edmonton—Con.</i>			
Weighing Branch—			
Salaries	\$ 7,919 00		
Sundry expenses.....	110 20		
		8,029 20	
Grain Appeal Tribunal—			
Salaries	\$ 4,425 00		
Rent	550 00		
Sundry expenses	78 25		
Printing and stationery	42 42		
		5,095 67	
(k) <i>Victoria—</i>			\$ 66,479 91
Revenue—			
Inspection fees	\$ 1,011 40		
Overtime	24 00		
		\$ 1,035 40	
Weighing fees	\$ 1,687 40		
		1,687 40	
			\$ 2,722 80
Expenditure—			
Inspection Branch—			
Salaries	\$ 1,530 00		
		\$ 1,530 00	
Weighing Branch—			
Salaries	\$ 1,243 00		
		1,243 00	
(l) <i>Vancouver—</i>			\$ 2,773 00
Revenue—			
Inspection fees.....	81,077 90		
Samples sold.....	1,332 95		
Overtime.....	212 75		
Cargo certificates split.....	0 60		
		82,624 20	
Weighing fees.....	132,356 60		
		132,356 60	
Registration fees.....	3,359 28		
Cancellation fees.....	3,116 28		
		6,475 56	
			221,456 36
Expenditure—			
Inspection Branch—			
Salaries.....	92,133 83		
Rent.....	5,043 25		
Travelling expenses.....	212 95		
Sundry expenses.....	5,106 61		
Printing and stationery.....	2,908 84		
		105,405 48	
Weighing Branch—			
Salaries.....	66,402 50		
Rent.....	1,907 75		
Travelling expenses.....	152 24		
Sundry expenses.....	1,199 79		
Printing and stationery.....	603 53		
		70,265 81	
Registration Branch—			
Salaries.....	5,367 25		
Rent.....	1,257 00		
Sundry expenses.....	336 49		
Printing and stationery.....	295 98		
		7,256 72	
(m) <i>Prince Rupert—</i>			182,928 01
Revenue—			
Inspection fees.....	1,286 00		
Samples sold.....	10 65		
		1,296 65	
Weighing fees.....	1,528 00		
		1,528 00	
			2,824 65
Expenditure—			
Inspection Branch—			
Salaries.....	4,284 00		
Sundry expenses.....	33 96		
		4,317 96	
Weighing Branch—			
Salaries.....	4,165 00		
		4,165 00	
			8,482 96

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1931—EASTERN AND WESTERN DIVISIONS—*Continued*

WESTERN DIVISION—*Concluded*

(n) *Superior*—

Revenue—

Inspection fees.....	1,380 00	
		1,380 00

Expenditure—

Inspection Branch—

Salaries.....	4,257 00	
Sundry expenses.....	17 54	
		4,274 54

2,894 5

(o) *Fort William*—

Revenue—

Inspection fees.....	248,862 24	
Samples sold.....	3,694 21	
Cargo certificates split.....	9 30	
Overtime inspection.....	6,275 13	
		258,840 88
Weighing fees.....	423,227 80	
Overtime weighing.....	5,844 00	
		429,071 80
Registration fees.....	2,014 40	
Cancellation fees.....	171 84	
		2,186 24

690,098 9

Expenditure—

Inspection Branch—

Salaries.....	355,778 49	
Rent.....	10,413 36	
Travelling expenses.....	508 20	
Sundry expenses.....	14,293 17	
Printing and stationery.....	8,490 59	
		389,483 81

Weighing Branch—

Salaries.....	307,155 62	
Rent.....	3,047 28	
Travelling expenses.....	1,358 16	
Sundry expenses.....	2,672 74	
Printing and stationery.....	3,653 54	
		317,887 34

Registration Branch—

Salaries.....	4,082 30	
Rent.....	480 00	
Sundry expenses.....	211 35	
Printing and stationery.....	52 70	
		4,826 35

Assistant Commissioner's Office—

Salaries.....	9,055 00	
Rent.....	2,822 13	
Travelling expenses.....	817 25	
Sundry expenses.....	1,524 09	
Printing and stationery.....	161 77	
		14,380 24

Statistical Branch—

Salaries.....	37,417 90	
Rent.....	2,016 00	
Travelling expenses.....	203 40	
Sundry expenses.....	720 26	
Printing and stationery.....	3,191 77	
		43,549 33

770,127

(p) *Regina*—

Assistant Commissioner's Office—

Salaries.....	8,920 00	
Rent.....	660 00	
Travelling expenses.....	724 45	
Sundry expenses.....	214 35	
Printing and stationery.....	71 04	
		10,589 84

Points	Inspection	Weighing	Appeal Boards	Registration	Grain Commission	Statistical	Accounting	Research Laboratory	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.				\$ cts.
Winnipeg.....	147,155 17	19,776 50	880 50	18,218 04	40,673 00	Nil	Nil	Nil	226,703 21
Keewatin.....	1,665 00	4,920 00							6,585 00
Kenora.....		2,044 00							2,044 00
Peterborough.....		2,460 00							2,460 00
Portage la Prairie.....		2,706 00							2,706 00
Saskatoon.....	27,563 97	9,375 11							36,939 08
Moose Jaw.....	19,123 52	10,647 05							29,770 57
Medicine Hat.....	5,682 86	7,256 33							12,939 19
Calgary.....	30,320 85	11,841 10	488 00						42,649 95
Edmonton.....	33,270 73	6,704 50	749 75						40,724 98
Vancouver.....	82,624 20	132,356 60		6,475 56					221,456 36
Victoria.....	1,035 40	1,687 40							2,722 80
Prince Rupert.....	1,296 65	1,528 00							2,824 65
Superior.....	1,380 00			2,186 24					1,380 00
Fort William.....	258,840 88	429,071 80							690,098 92
Regina.....									Nil
	609,959 23	642,374 39	2,118 25	26,879 84	40,673 00				1,322,004 71

EXPENDITURE

	Inspection	Weighing	Appeal Boards	Registration	Grain Commission	Statistical	Accounting	Research Laboratory	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.				\$ cts.
Winnipeg.....	359,320 83	97,511 65	6,784 25	15,172 32	118,275 93	Nil	18,837 95	54,063 01	669,965 94
Keewatin.....	1,665 00	4,920 00							6,585 00
Kenora.....		2,044 00							2,044 00
Peterborough.....		2,460 00							2,460 00
Portage la Prairie.....		3,393 00							3,393 00
Saskatoon.....	57,886 67	11,370 20							69,256 87
Moose Jaw.....	48,668 51	10,054 20							58,722 71
Medicine Hat.....	5,875 89	7,083 50							12,939 19
Calgary.....	48,927 55	20,443 11	5,092 39		10,916 43				85,379 48
Edmonton.....	53,355 04	8,029 20	5,085 67						66,479 91
Vancouver.....	105,405 48	70,205 81		7,256 72					182,928 01
Victoria.....	1,530 00	1,243 00							2,773 00
Prince Rupert.....	4,317 96	4,165 00							8,482 96
Superior.....	4,274 54								4,274 54
Fort William.....	389,483 81	317,887 34		4,826 35		\$ cts.			770,127 07
Regina.....					14,380 24	43,549 33			10,589 84
	1,080,711 08	560,850 01	16,972 31	27,255 39	154,162 44	43,549 33	18,837 95	54,063 01	1,956,401 52

Total revenue Western Division.....\$ 1,322,004 71

Total expenditure Western Division.....1,956,401 52

Deficit Western Division.....\$ 634,396 81

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1931—EASTERN AND WESTERN DIVISIONS—*Concluded*

EASTERN DIVISION

Montreal—

Revenue—

Inspection fees.....	\$ 10,998 50	
Sampling fees.....	8,191 09	
Samples sold.....	302 93	
Overtime.....	384 00	
Cargo certificates split.....	1,983 80	
Sundries.....	622 41	
		\$ 22,482 73

Expenditure—

Salaries.....	31,386 86	
Rent.....	2,373 41	
Sundries.....	1,770 41	
Printing and stationery.....	1,458 65	
		36,989 33

Toronto—

Revenue—

Inspection fees.....	556 00	
Sampling fees.....	262 10	
Samples sold.....	52 25	
Sundries.....	22 25	
		892 60

Expenditure—

Salaries.....	4,790 00	
Rent.....	660 00	
Sundries.....	401 16	
		5,851 16

Eastern Standard Committee—

Expenditure—

Sundries.....	852 25	
		852 25

Summary—

Montreal—Deficit.....	14,506 60	
Toronto—Deficit.....	4,958 56	
Cost of Eastern Standard Committee.....	852 25	
		20,317

SUMMARY OF OPERATIONS BY BRANCHES WESTERN AND EASTERN DIVISIONS

GRAIN COMMISSION

63

—	Inspection		Weighing		Appeal Board		Registration		Grain Commission		Statistical	Accounting	Grain Research Laboratory	Total		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.				\$	cts.	
<i>Revenue</i>																
Fees.....	601,620	10	631,573	49	2,118	25	26,879	84	40,673	00	Nil	Nil	Nil	1,302,864	68	
Sampling.....	8,453	19												8,453	19	
Recoverable overtime.....	7,039	13	6,492	90										13,532	03	
Refund express.....	1,877	95												1,877	95	
Cargo certificates split.....	2,386	80												2,386	80	
Samples sold.....	11,248	85												11,248	85	
Condition reports.....			4,353	00										4,353	00	
Sundries.....	663	54												663	54	
	633,289	56	642,419	39	2,118	25	26,879	84	40,673	00	Nil	Nil	Nil	1,345,380	04	
<i>Expenditure</i>																
Salaries.....	990,133	94	540,553	95	15,031	25	22,059	73	93,377	57	37,417	90	31,704	05	1,744,685	39
Rents.....	57,127	42	6,894	03	1,542	21	3,237	00	10,534	72	2,016	00	11,466	00	94,990	38
Expenses.....	46,814	30	6,847	99	326	93	1,119	22	35,712	17	923	66	8,781	44	101,435	03
Printing and stationery.....	22,732	83	6,578	55	71	92	839	44	7,744	98	3,191	77	2,111	52	44,619	64
Eastern Standards Committee.....	852	25												852	25	
Western Standards Committee.....	6,718	57							6,793	00				6,718	57	
Committee on Grain Futures.....	1,124,379	31	560,874	52	16,972	31	27,255	39	154,162	44	43,549	33	54,063	01	2,000,094	26

Net deficit.....

\$ 654,714 22

STATEMENT SHOWING REVENUE AND EXPENDITURE EASTERN AND WESTERN DIVISIONS

—	Inspection		Weighing		Appeal Board		Registration		Grain Commission		Statistical		Accounting		Research Laboratory		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.							\$	cts.
<i>Revenue</i>																		
Western Division.....	609,959	23	642,374	39	2,118	25	26,879	84	40,673	00	Nil	Nil	Nil	Nil	Nil		1,322,004	71
Eastern Division.....	23,375	33															23,375	33
	633,334	56	642,374	39	2,118	25	26,879	84	40,673	00							1,345,380	04
<i>Expenditure</i>																		
Western Division.....	1,080,711	08	560,850	01	16,972	31	27,255	39	154,162	44	43,549	33	18,837	95	54,063	01	1,956,401	52
Eastern Division.....	43,692	74															43,692	74
	1,124,403	82	560,850	01	16,972	31	27,255	39	154,162	44	43,549	33	18,837	95	54,063	01	2,000,094	26
Total revenue Eastern and Western Division.....															\$ 1,345,380 04			
Total expenditure Eastern and Western Division.....															2,000,094 26			
Total deficit Eastern and Western Division.....															654,714 22			

APPENDIX No. 8

REPORT OF WHEAT BONUS BRANCH

WINNIPEG, MAN., January 10, 1932.

The Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I have the honour to submit the following report covering the work of the Wheat Bonus Branch, up to December 31, 1931.

Offices were opened in the Post Office building, Winnipeg, on September 4, 1931, with an initial staff of twenty-five clerks and stenographers, but it was found necessary in order to cope with the volume of work involved to increase this staff considerably until during the heavy grain shipping season, a staff of eighty-two, divided into day and night shifts, was engaged.

The first batch of paid certificates, representing \$1,083.22, was received from the Bank of Nova Scotia on September 10, 1931, and the daily amount increased steadily until on the 10th of November, paid certificates representing \$268,027.04 were received. At December 31, 1931, paid certificates amounting to a total of \$8,483,348.38 had been received from the Bank of Nova Scotia. This amount represents the bonus paid on 169,666,968 bushels, and was paid by months as follows:—

10th to 30th September, 1931.....	\$ 729,584 22
October.....	3,025,914 17
November.....	3,007,675 28
December.....	1,720,174 71
	<hr/>
	\$ 8,483,348 38

The paid certificates covered by this total were received at the Wheat Bonus office in 59,174 bank draft envelopes, or an average of approximately 25 envelopes per working day. The envelopes as received from the bank contained approximately 3,000,000 paid bonus certificates, which have been checked against the duplicates of these certificates, received direct from the licensees by whom issued. In cases of underpayments, according to the number of bushels shown on the certificate, adjustment certificates have been issued, and to the end of December 2,300 of such bonus certificates, amounting in all to \$968.23, have been issued.

In cases of overpayments according to the number of bushels shown on the bonus certificates issued the licensees by whom such overpayments have been made, have been debited with the amounts involved and to the end of December, 1931, approximately 8,550 certificates have been found to be overpaid, totalling \$1,555.64.

The system installed for the recording and checking of the paid bonus certificates has been found to be quite satisfactory, but owing to the greater proportion of the crop being delivered to licensees during a very short period, it has not been found possible to complete all the necessary checking as expeditiously as was anticipated. Receipts however, have fallen off considerably towards the close of the year, and appreciable headway is now being made and reductions in staff will be possible early in the new year.

Licensees issuing the bonus, and the banks, have co-operated cheerfully with this branch and have complied willingly with instructions and requests issued from this office.

Yours truly,

H. A. SCOTT,
In Charge, Wheat Bonus Branch.

APPENDIX No. 9

RULINGS *RE* WHEAT BONUS

"AN ACT RESPECTING WHEAT "

Rulings made by the Board of Grain Commissioners for Canada under authority of Order in Council P.C. 2021 dated the 18th day of August, 1931.

RULING No. 1

Whereas authority has been granted to the Board of Grain Commissioners for Canada under Order in Council P.C. 2021, dated the 18th day of August, 1931, the Board hereby enacts under Section 9 of the said Order in Council that persons licensed as grain dealers, who may desire to issue on behalf of the Government of Canada, the bonus certificates authorized by "An Act Respecting Wheat" shall keep in the form set out in the schedule hereto a record of purchases of wheat, together with the particulars required in that form, and a record of the disposal of all wheat purchased, together with the particulars required in the aforesaid form. They shall also furnish weekly to the board its offices in Winnipeg a copy of these records certified to by the statutory declaration which is appended.

RULING No. 2

Where the term "Head Office of the Company" is used in any orders, regulations, rulings and forms issued by the board under an "Act Respecting Wheat," chapter 60, 21-22 George V, Head Office shall include the branch of any corporation.

RULING No. 3

The bonus of five cents per bushel on wheat grown in the year 1931, delivered to a licensee of the board before the forms for the distribution of such bonus were available, shall be paid by such licensee according to the procedure laid down by the board for the payment of the bonus for wheat delivered to licensees after the forms were available. The bonus certificates issued in accordance with this ruling shall be dated according to the date of issue thereof.

RULING No. 4

In cases where subject to grade and dockage and special bin tickets are surrendered and a cash ticket or graded stock storage ticket is not issued in lieu thereof and the grain is not shipped for the time being, Form B may be completed by showing on the back of such form the numbers of the tickets surrendered.

RULING No. 5

In cases where carloads of wheat are consigned through one licensee of the board to another licensee of the board, the licensee acting as commission merchant in the transaction shall issue the bonus certificate to the grower. The commission merchant on taking over the bill of lading will obtain with such bill of lading the properly completed Form B.

RULING No. 6

Where bonus certificates issued to licensees are lost or stolen, such licensee shall immediately notify the Board of Grain Commissioners of the serial number of such certificates.

RULING No. 7

Where licensees issue bonus certificates for amounts in excess of the amount which should be paid according to the number of bushels shown on such bonus certificates, all such excess payments will be debited against the licensees, who shall refund to the Board of Grain Commissioners all such unauthorized payments. Where licensees issue bonus certificates for amounts less than the amount which should have been paid according to the number of bushels shown on the bonus certificates, such under-payments will be adjusted by the Board of Grain Commissioners who will issue to the grower through the licensee, a special adjustment bonus certificate.

RULING No. 8

When railway companies settle claims for shortages in transit on wheat for which a bonus has not been paid, bonus certificates will only be issued for the net bushels delivered at the terminal elevators.

RULING No. 9

When wheat bonus certificates issued to growers of wheat are lost, new certificates will be issued by the board to replace the lost certificate or certificates on completion by the owner of such certificate or certificates, of a bond indemnifying the board from and against the first issued certificate and from all costs, charges, damages and expenses that shall or may happen or arise from or by reason of such certificate or any such demands.

RULING No. 10

Any party or parties who sowed wheat during the year 1931 by his own labour or labour hired by him, but who surrenders his interest in such crop before it is severed from the soil will not be entitled to any bonus which might arise from the growing of such crop.

RULING No. 11

Ruling No. 8 made by the Board of Grain Commissioners for Canada under authority of Order in Council P.C. 2021 dated August 18, 1931, shall apply only on wheat loaded into a car or cars over a loading platform.

RULING No. 12

In the event of specially binned wheat being shipped or delivered other than to a terminal elevator or through an inspection point in order that the net quantity of wheat may be determined for bonus purposes, the grower of the grain and the agent of the elevator may forward, charges prepaid, in a proper package, one-half of the wheat in the receptacle containing the sample taken at the time of the receipt of the grain into the country elevator, to the Chief Inspector, Winnipeg. The package shall be plainly marked "Specially binned grain—bonus determination" with the names of the senders enclosed therein. Upon determining the amount of dockage the chief inspector shall notify the agent of the elevator who will then make out Form B and duly send same forward to his Head Office.

RULING No. 13

Grain classified by the Inspection Branch as mixed grain shall not be eligible for bonus although such mixture may contain a certain proportion of wheat.

RULING No. 14

In connection with Regulation No. 11 under Order in Council P.C. 2021, dated August 18, 1931, regarding repayment of bonus when wheat is redelivered to the grower. When such wheat is placed in a car for shipment to another party on a bona fide business transaction by which the grower disposes of such wheat, the bill of lading may be made out in his name without the bonus being refunded to the board.

APPENDIX No. 10

REGULATIONS OF THE BOARD

Regulations numbers 2, 3, 5, 6, 7, 9, 10 and 12 have been superseded by or combined with later regulations as follows:—

Regulation No. 2	superseded by Regulation No. 15
" No. 3	" " " No. 19
" No. 5	" " " No. 16
" No. 6	" " " No. 17
" No. 7	" " " No. 18
" No. 9	Combined with " No. 19
" No. 10	
" No. 12	

All regulations of the board in effect at December 31, 1931, are attached hereto.

REGULATION No. 1, 1930

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on the twelfth day of September, 1930, the said board did make the regulations as set out hereunder, in accordance with section 15 (v) of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, September 27, 1930.

REGISTRATION AND CANCELLATION OF TERMINAL ELEVATOR WAREHOUSE RECEIPTS

1. The word "registered" when used in reference to a warehouse receipt shall mean that a distinctive rubber stamp, bearing the date and the word "registered," is superimposed on the warehouse receipts in the space provided, and signed by the registrar, or deputy registrar.

2. Each manager or operator as soon as possible after the 31st of July in each year, unless otherwise determined by the Board, shall prepare and deliver to the registrar a statement of all outstanding warehouse receipts at that date. Such statement shall be made by grades, showing the warehouse receipt number and the bushels.

3. Each manager or operator shall present to the registrar for registration warehouse receipts for all grain unloaded in his public or semi-public terminal elevator. Such warehouse receipts shall state the quantity and grade of grain, the date unloaded and the person on whose account the grain has been received. The registrar shall compare the same with the records of his office and if he shall find that the same is issued for grain actually received in store into the elevator, and if for the correct quantity and grade of grain so received therein as shown by the records in his office, he is directed and authorized to stamp the same with his official stamp as registered, and to make a record thereof in the proper books of his office.

4. When any grain is shipped from any public or semi-public terminal elevator, the manager or operator thereof shall tender to the registrar for

"registration for cancellation" registered warehouse receipts covering the same both as to quantity and grade. All such receipts tendered to the registrar as aforesaid shall be accompanied by a report showing the number of the warehouse receipt; the number of bushels and kind of grain represented by such receipt, and such receipt shall be presented to the registrar for cancellation as soon as possible after the shipment of the grain, in no case exceeding forty-eight hours after such grain has been shipped from the elevator.

5. Each manager or operator of a semi-public terminal elevator shall furnish the registrar daily with a correct statement of the amount of each kind and grade of grain received into store in his elevator on the previous day. Also the amount of each kind and grade of grain shipped by each elevator during the previous day and a certified statement showing the balance in store at the close of business each day of each kind and grade of grain.

6. The manager or operator of a public or semi-public terminal elevator may present to the registrar warehouse receipts to be split into two or more parts. A cancellation report shall be made showing date, number, bushels and grade of warehouse receipts being cancelled, and a registration report showing date, number, bushels and grade of the new warehouse receipts. Such new warehouse receipts shall be registered by the registrar.

7. The manager or operator of a semi-public terminal elevator may present to the registrar two or more warehouse receipts for consolidation. A cancellation report shall be made up showing date, number of bushels, grade and number of warehouse receipts being cancelled and a registration report showing date, number of bushels, grade, and number of the new warehouse receipts. Such new warehouse receipt shall be registered by the registrar. Consolidations for grades No. 1 Hard, One Northern, Two Northern and Three Northern must be for the same grade as is shown on the warehouse receipts presented for cancellation, all other consolidations may be registered as to grade for a grade different from that shown on the cancelled warehouse receipts, provided that the total outstanding warehouse receipts including the said warehouse receipt for grain of such grade, shall not exceed the total quantity of grain of such grade shown to be in store at that date.

8. All warehouse receipts for grain issued by the manager or operator of any public or semi-public terminal elevator shall be in the form approved by the board and shall for each elevator be numbered consecutively. No two receipts bearing the same number shall be issued from the same elevator during any one year, except in the case of a lost or destroyed receipt, in which case the new receipt shall bear the same date and number as the original and shall be plainly marked on its face "duplicate."

9. The registrar shall furnish each manager or operator with a Signature Card and the manager or operator shall complete such card with a specimen signature of all the officers and employees who are authorized to sign and countersign warehouse receipts in their behalf.

10. Each public or semi-public terminal elevator shall pay to the board a registration fee of 4 cents per thousand bushels for inward registration, and 4 cents per thousand bushels for registration for cancellation.

11. All warehouse receipts shall be signed and countersigned before being presented for registration.

Signed this twelfth day of September, 1930.

E. B. RAMSAY, *Chief Commissioner.*

D. A. MACGIBBON, *Commissioner.*

C. M. HAMILTON, *Commissioner.*

J. RAYNER, *Secretary.*

REGULATION No. 4, 1930

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on the twelfth day of September, 1930, the said board did make a regulation as set out hereunder, in accordance with section 15 (f) of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, September 27, 1930.

INSPECTION OF SAMPLES TAKEN OTHER THAN AT AN INSPECTION POINT

1. Any producer, holder of, or person or persons interested in any grain may submit to the chief inspector, or to the inspector in charge at any inspection point of the Board of Grain Commissioners, at any time, a sample of such grain which has been taken otherwise than at an inspection point, provided always that such sample is forwarded in accordance with these regulations.

2. The sample must consist of two pounds of the grain which the sample represents and the sample shall be taken in such a manner as to ensure that an average and representative sample of the whole is secured.

3. Samples must be forwarded in cotton bags or tin containers with shipping tag attached and plainly addressed to the chief inspector or grain inspector in charge at any inspection office maintained by the Board of Grain Commissioners, with carrying charges fully prepaid.

4. Not more than one sample may be enclosed in the one container.

5. All samples must bear on the shipping tag attached to the container, or in an accompanying letter, the name and post office address of the party or parties to whom advice as to the grade of the sample is to be forwarded, and each sample must bear on the shipping tag a distinguishing number or other mark of identification. The same mark of identification must not be used by a shipper on more than one sample during the season.

6. When it is the wish of the shipper that the Inspection Department shall make a test as to condition of any sample, the sample or a portion of the sample, not less than eight ounces in weight, must be forwarded in a metal air-tight container. This sample should be placed in the air-tight container immediately the sample is taken from the bulk of the grain which the sample represents.

Signed this twelfth day of September, 1930.

E. B. RAMSAY, *Chief Commissioner.*

D. A. MACGIBBON, *Commissioner.*

C. M. HAMILTON, *Commissioner.*

J. RAYNER, *Secretary.*

REGULATION No. 8, 1930

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on the twelfth day of September, 1930, the said board did make the regulation as set out hereunder, in accordance with section 15 (t) and section 138 (6) of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, September 27, 1930.

INSPECTION AND GRADING OF GRAIN AFTER TREATMENT

When grain which has been inspected into a public or semi-public elevator with a grade other than 1 Hard, 1, 2 or 3 Northern by reason of its condition or otherwise has been treated, the chief inspector may, upon the request of the operator or manager, inspect such grain in such a manner as he may determine and he may issue therefor an inspection certificate for the grade to which such grain shall then belong by reason of its treatment, which grain shall then be binned according to its grade.

The chief inspector shall also, in conjunction with this inspection, issue a transfer certificate for a similar quantity and grade of grain, a copy of which certificate shall be sent to the registrar and to the statistician, who will record the transaction in their books.

Upon the completion of this transaction, the operator or manager of the elevator may issue warehouse receipts for such quantity and grade on his cancelling a like quantity of the grades which have been treated.

Signed this twelfth day of September, 1930.

E. B. RAMSAY, *Chief Commissioner.*

D. A. MACGIBBON, *Commissioner.*

C. M. HAMILTON, *Commissioner.*

J. RAYNER, *Secretary.*

REGULATION No. 11, 1930

At a regular meeting of the Board of Grain Commissioners for Canada, held at Winnipeg on the twenty-third day of September, 1930, the said board did make the regulation set out hereunder in accordance with section 15 (h) and 48 of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, October 4, 1930.

PROCEDURE FOR APPEALS FROM INSPECTION OFFICERS TO GRAIN APPEAL TRIBUNALS

1. The freshly drawn or unload sample, if any, shall be placed before the Appeal Tribunal to examine and assign the proper grade.

2. When forwarding samples to the Appeal Tribunal the inspecting officer shall inform the secretary of the Appeal Tribunal of the initial and car number of the car from which the sample was taken, the grade assigned to the sample by the inspecting officer and, in cases of samples taken at unloading, the name and location of the elevator where the car is being or has been unloaded.

3. The results of all appeals to Appeal Tribunals shall immediately be notified by the secretary of the Appeal Tribunals to the inspecting officer who submitted the sample or samples to the Appeal Tribunal. The inspecting officer will then immediately advise the principal inspecting officers at the terminal point, who will advise the operator at the elevator where the car is being or has been unloaded.

4. The secretary of the Appeal Tribunals shall notify the statistician of the Board of Grain Commissioners daily of all changes made in grade and/or dockage by the Appeal Tribunal, stating the initial and number of the car which the sample represents, the grade assigned by the inspecting officer, the grade assigned by the Appeal Tribunal, and when known, the name of the elevator where the car is being or has been unloaded.

5. In cases where the identity of the grain has not been preserved appeals from the decision of the inspecting officer to the Appeal Tribunals may be made within thirty (30) days from date of unloading, if at unloading a sample of the grain was taken by means of an automatic sampler, and such sample has been preserved. Applications for such appeals shall only be made by the owner of the grain or his agent in whose possession the grain is at the time of the application.

In all other cases where the identity of the grain has not been preserved and a sample was not taken at the time of unloading by means of an automatic sampler, no appeal shall be entertained except with the express authority of the Board.

6. When in cases where the identity of the grain has not been preserved changes in grade and/or dockage are made as the result of an appeal to a Grain Appeal Tribunal, advice of such change will be given by the inspecting officer who submitted the sample or samples to the Appeal Tribunal to the principal inspecting officer at the terminal point, who will then advise the operator of the elevator where the grain was unloaded. The elevator operator will issue a corrected outturn.

The principal inspecting officer at the terminal point will advise the Deputy Registrar of all such changes and on the presentation for cancellation of the original warehouse receipt, a corrected warehouse receipt will be registered by the Deputy Registrar.

7. No application for appeal to a Grain Appeal Tribunal can be considered after the warehouse receipt has been surrendered to the Registration Department for cancellation.

8. In all cases where any changes are made as the result of an appeal to a Grain Appeal Tribunal inspection records will be corrected accordingly and corrected certificates issued bearing the date on which the change was made.

9. Every application for appeal to a Grain Appeal Tribunal shall be accompanied by a fee of three dollars (\$3).

When the decision of the inspecting officer is upheld by the Grain Appeal Tribunal this fee shall be retained by the Board of Grain Commissioners.

In cases where the decision of the inspecting officer is not upheld the fee shall be returned to the applicant.

Signed this twenty-third day of September, 1930.

E. B. RAMSAY, *Chief Commissioner*,
C. M. HAMILTON, *Commissioner*.

J. RAYNER, *Secretary*.

AMENDMENT TO REGULATION No. 11

Published in *The Canada Gazette*, November 7, 1931.

At a regular meeting of the Board of Grain Commissioners for Canada, held at Winnipeg on the twenty-first day of October, 1931, the said board did amend Regulation No. 11, dated September 23, 1930, by the addition of the following section:—

When samples of artificially dried wheat which have been graded "dried" by an inspecting officer are submitted to a Grain Appeal Tribunal, it shall not assign the wheat in question to a straight grade without having an official milling and baking test made to determine whether the quality remains unchanged.

Signed at Winnipeg, this twenty-seventh day of October, 1931.

D. A. MACGIBBON, *Commissioner*,
C. M. HAMILTON, *Commissioner*.

[L.S.]

J. RAYNER, *Secretary*.

REGULATION No. 13, 1930

At a regular meeting of the Board of Grain Commissioners for Canada, held in Winnipeg, on the second day of December, 1930, the said board did make the regulations as set out hereunder, in accordance with section 15 (g) of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, December 20, 1930.

FEES

The following fees shall be payable for the various services performed by the officers and employees of the board, and shall be paid on demand by the party or parties specified hereunder.

INSPECTION OF GRAIN

In Carload Lots—One Dollar (\$1) per car

Payable by the railway company in whose possession the grain is at the time of inspection, except that the fees for cars arriving at Vancouver, originating on lines other than the Canadian National or the Canadian Pacific Railways, shall be paid by the manager of the elevator at which the car is unloaded.

Fees for cars ex elevators at Fort William-Port Arthur and Vancouver, B.C., shall be paid by the manager of the elevator loading the grain.

Cargoes—One Dollar (\$1) per thousand (1,000) bushels

This fee shall be paid by the manager of the elevator loading the grain.

When a cargo certificate is surrendered with a request that it be split into certificates covering smaller denominations, a fee of ten cents (10c.) per split will be charged. This fee shall be payable by the party or parties requesting the split.

Inspection after Treatment in Elevators

When inspection is requested in public or semi-public elevators on grain which has been treated for the purpose of binning with a straight grade of the first four (4) grades in Schedule 1 of the Canada Grain Act, 1930, a fee of fifty cents (50c.) per thousand bushels, payable by the manager of the elevator, shall be charged.

Weigh-up

When inspection is requested on a weigh-up at semi-public or private terminal elevators, except on grain of the first four (4) grades shown in Schedule 1 of the Canada Grain Act, 1930, weighed for the annual stock-taking, a fee of fifty cents (50c.) per thousand bushels, payable by the manager of the elevator will be charged.

Wagon or Truck Loads

When grain is delivered to or loaded out of terminal elevators at interior points or points in British Columbia, in wagon or truck loads, a fee at the rate of one dollar (\$1) per thousand bushels, with a minimum charge of ten cents (10c.) will be charged. This fee is payable by the manager of the elevator receiving or loading out the grain.

Certificates on Unofficial Samples

On samples not officially drawn and on which an inspection certificate is requested, a fee of one dollar (\$1) per sample, payable at the time of inspection by the party or parties requesting the inspection, will be charged.

WEIGHING OF GRAIN

*In Carload Lots—One Dollar (\$1) per car**Cargoes—One Dollar (\$1) per thousand (1,000) bushels*

On cars unloaded at Fort William and Port Arthur, these fees shall be payable by the railway company in whose possession the grain is at the time of inspection.

On car ex elevators at the head of the lakes and into and out of elevators at all inspection points west of Fort William, this fee shall be payable by the elevator company where the grain is weighed.

Fees for cargoes shall be payable by the manager of the elevator loading the grain.

Weigh-up

When weighing service is requested on weigh-up at semi-public or private terminal elevators, except on grain of the first four (4) grades shown in Schedule 1 of the Canada Grain Act, 1930, weighed for the annual stock-taking, a fee of fifty cents (50c.) per thousand bushels, payable by the elevator company, will be charged.

Weighing after Treatment

When grain which has been treated in a public or semi-public elevator is weighed in connection with the inspection for the purpose of binning with a straight grade of the first four (4) grades as shown in Schedule 1 of the Canada Grain Act, 1930, a fee of fifty cents (50c.) per thousand bushels, payable by the elevator company, will be charged.

SPECIAL WEIGHING AND INSPECTION SERVICE

At all private, mill and manufacturing elevators where inspection and weighing services are required full time and the fees for such inspection and weighing services calculated at the above rates for inspection and weighing, as the case may be, do not cover the salaries paid by the board to the employees of the board for the time they are engaged at the elevator, such elevator shall be liable for the difference between the salaries so paid and the amount due, calculated at the above rates.

Accounts shall be rendered and paid monthly. The excess cost of carrying out this arrangement shall be adjusted at the end of each crop year, namely August 31.

When casual weighing or inspection service is required at private, mill and manufacturing elevators, a charge of one dollar (\$1) per hour per employee who is engaged on this work, will be made.

CONDITION REPORTS

A fee of twenty-five cents (25c.) shall be paid by the applicant for each condition report requested.

Unload Samples

A fee of twenty-five cents (25c.) to cover express charges shall be paid by the applicant for each unload sample requested to be forwarded to the primary inspection point for the purpose of reinspection or appeal in cases where the original grade placed on the sample is upheld on reinspection or appeal.

Signed this second day of December, A.D. 1930.

E. B. RAMSAY, *Chief Commissioner.*

D. A. MacGIBBON, *Commissioner.*

J. RAYNER, *Secretary.*

REGULATION No. 14

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on the 27th day of March, 1931, the said board did make the Regulation as set out hereunder, in accordance with section 15 (y) of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, April 18, 1931.

CONSTRUCTION OF ELEVATORS

Any person or persons desirous of constructing any terminal or eastern elevator with a view to having such elevator licensed under the Canada Grain Act, or reconstructing or making additions to any terminal or eastern elevator already licensed under the Canada Grain Act, shall submit to the Board of Grain Commissioners for Canada, before such construction, reconstruction or addition is undertaken, the plans of such construction, reconstruction or addition and shall not proceed with this construction, reconstruction or addition until such plans have been formally approved by the Board of Grain Commissioners.

Signed at Winnipeg, this thirty-first day of March, 1931.

E. B. RAMSAY, *Chief Commissioner.*

D. A. MACGIBBON, *Commissioner.*

C. M. HAMILTON, *Commissioner.*

J. RAYNER, *Secretary.*

REGULATION No. 15

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg, on the sixth day of August, 1931, the said board did make the regulation, as set out hereunder, in accordance with section 15 (a), (r) and (s) of The Canada Grain Act, 1930:—Published in *The Canada Gazette*, August 22, 1931.

MAXIMUM TARIFF OF CHARGES AND SHRINKAGE ALLOWANCES FOR LICENSED COUNTRY ELEVATORS FOR THE CROP YEAR ENDING 31ST AUGUST, 1932

Subject to the capacity of the elevator and the nature of the construction, all grain tendered must be taken into store upon following terms and conditions, and under the provisions of the Canada Grain Act, 1930.

1. *Maximum Rates—Special Bin Grain*

Receiving, elevating, spouting, insurance against fire, storing for the first fifteen (15) days and putting into cars on track; no elevator shall charge more than three cents (3 cents) per bushel for flax, two and one-half cents ($2\frac{1}{2}$ cents) per bushel for wheat, barley and rye, and one and three-quarters cents ($1\frac{3}{4}$ cents) per bushel for oats.

2. *Graded Storage and Subject to Grade and Dockage Grain*

Receiving, elevating spouting, insurance against fire, storing for the first fifteen days and putting into cars on track no elevator shall charge more than three cents (3 cents) per bushel for flax, two cents (2 cents) per bushel for wheat, barley and rye, and one and three-quarters cents ($1\frac{3}{4}$ cents) per bushel for oats. Storage not otherwise provided, including insurance against fire, for each succeeding day after the first fifteen (15) days shall not exceed one-thirtieth of one cent ($\frac{1}{30}$ cent) per bushel.

3. *Cleaning*

The rate for cleaning grain shall be mutually agreed upon by the elevator operator and the owner of the grain according to the nature of its dockage, but in no case shall the rate exceed a maximum of two cents (2 cents) per bushel.

4. *Shrinkage*

No elevator shall take more than the allowance for shrinkage than the weight in pounds set forth in the shrinkage table as shown below.

All shrinkage on tough and damp grain shall not be more than double the allowance as set forth in the aforesaid schedule.

5. Dockage on Cash or Stored Grain

No elevator shall take a greater dockage than that shown by a proper test over a number ten sieve, except where the grains contain foreign grain or seeds which cannot be taken out by a number ten sieve.

Every elevator must be equipped with the necessary sieves and scales for making proper tests, and the elevator operator must make the test in the presence of the owner of the grain when requested.

6. General

When tough, damp or wet grain is taken into store it shall be at the owner's risk, and the elevator operator shall have the right to ship it immediately to a terminal elevator for treatment.

All tough, damp or wet grain, containing an excessive amount of snow and ice, may be handled subject to agreement between the owner of the grain and the operator.

SHRINKAGE TABLE

Gross bushels	WHEAT	FLAX AND RYE	Shrinkage allowance
	Gross weight in pounds	Gross weight in pounds	
	lbs.	lbs.	lbs.
Up to and including 25 bushels.....	1,500	1,400	5
Over 25 ".....	1,500	1,400	10
to 42 ".....	2,520	2,352	
Over 42 ".....	2,520	2,352	15
to 58 ".....	3,480	3,248	
Over 58 ".....	3,480	3,248	20
to 75 ".....	4,500	4,200	
Over 75 ".....	4,500	4,200	25
to 92 ".....	5,520	5,152	
Over 92 ".....	5,520	5,152	30
to 108 ".....	6,480	6,048	
Over 108 ".....	6,480	6,048	35
to 125 ".....	7,500	7,000	
Over 125 ".....	7,500	7,000	40
to 142 ".....	8,520	7,952	
Over 142 ".....	8,520	7,952	45
to 158 ".....	9,480	8,848	

OATS

Gross bushels	Gross weight in pounds	Shrinkage allowance
	lbs.	lbs.
Up to and including 25 bushels.....	850	5
Over 25 ".....	850	6
to 42 ".....	1,428	
Over 42 ".....	1,428	8
to 58 ".....	1,972	
Over 58 ".....	1,972	11
to 75 ".....	2,550	
Over 75 ".....	2,550	14
to 92 ".....	3,128	
Over 92 ".....	3,128	17
to 108 ".....	3,672	
Over 108 ".....	3,672	20
to 125 ".....	4,250	
Over 125 ".....	4,250	23
to 142 ".....	4,828	
Over 142 ".....	4,828	26
to 158 ".....	5,372	

SHRINKAGE TABLE—*Concluded*

BARLEY

Gross bushels	Gross weight in pounds	Shrinkage allowance
	lbs.	lbs.
Up to and including: 25 bushels.....	1,200	5
Over 25 ".....	1,200	8
to 42 ".....	2,016	
Over 42 ".....	2,016	12
to 58 ".....	2,784	
Over 58 ".....	2,784	16
to 75 ".....	3,600	
Over 75 ".....	3,600	20
to 92 ".....	4,416	
Over 92 ".....	4,416	24
to 108 ".....	5,184	
Over 108 ".....	5,184	28
to 125 ".....	6,000	
Over 125 ".....	6,000	32
to 142 ".....	6,816	
Over 142 ".....	6,816	36
to 158 ".....	7,584	

Signed at Winnipeg, this seventh day of August, 1931.

E. B. RAMSAY, *Chief Commissioner.*

D. A. MACGIBBON, *Commissioner.*

C. M. HAMILTON, *Commissioner.*

J. RAYNER, *Secretary.*

REGULATION No. 16

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on the sixth day of August, 1931, the said board did make the regulation as set out hereunder, in accordance with section 15 (q) and (r), of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, August 22, 1931.

MAXIMUM TARIFF OF TERMINAL ELEVATOR CHARGES AT FORT WILLIAM AND
PORT ARTHUR TERMINALS

For the crop year ending August 31, 1932

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions, and under the provisions of the Canada Grain Act, 1930.

Elevation Charges

On straight grade, tough, damp or wet grain not otherwise specified, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days:—

	c. per bush.
Flax.....	2
Rye.....	1½
Wheat, oats and barley.....	1½

All tough, damp, wet, condemned, heating, heated or fireburnt grain may always be refused. If received and stored it will only be at the owner's risk of deterioration. All damp grain and tough and damp flax will be dried without notice as soon after unloading as facilities will permit.

On mixed grains handled as mixtures, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days—Two cents (2c.) per hundred pounds.

On screenings, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days—Three cents (3c.) per hundred pounds.

Storage Charges

On straight grade and tough grain, not otherwise specified, including insurance against fire for each succeeding day or part thereof after the first fifteen days—one-thirtieth of one cent ($\frac{1}{30}$ c.) per bushel.

On mixed grain handled as mixture, storage, including insurance against fire for each succeeding day or part thereof after the first fifteen days—two-thirtieths of one cent ($\frac{2}{30}$ c.) per hundred pounds.

On screenings, storage, including insurance against fire for each succeeding day or part thereof after the first fifteen days—one-tenth of one cent ($\frac{1}{10}$ c.) per hundred pounds.

Screenings

On wheat carrying a dockage of three per cent (3%), or more, after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of screenings.

On wheat carrying a dockage containing five per cent (5%) or over wild oats, a separate return will be made for the wild oats, after deducting therefrom one-half of one per cent ($\frac{1}{2}$ %) on the gross weight of the car for waste.

On oats and barley, carrying a dockage of over five per cent (5%) after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On rye and flax carrying a dockage of over five per cent (5%) after deducting one per cent (1%) of the gross weight of the car to cover outward dockage and waste in cleaning, a return will be made for the balance of the screenings.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from the date of unloading, they may be disposed of for account of whom it may concern.

The holder of warehouse receipts or shut-outs covering dockage shall be entitled to receive such average quality of screenings as shall be determined by the inspection branch in accordance with sample tests which shall be made in such manner and when deemed necessary by said branch.

Cleaning Charges

On wheat, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

Dockage under 3 per cent—No charge.

Dockage 3 per cent to 5 per cent inclusive—One-half cent ($\frac{1}{2}$ c.) per bushel.

Dockage $5\frac{1}{2}$ per cent to 10 per cent—One cent (1c.) per bushel.

Dockage over 10 per cent—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

On wheat carrying a return of wild oats computed on the gross weight of the car, an additional separating charge of one-half cent ($\frac{1}{2}$ c.) per bushel.

On oats, barley and rye, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On all cars carrying a dockage of:—

Up to and including 5 per cent—No charge.

Over 5 per cent and up to 10 per cent, oats and barley—One cent (1c.) per bushel.

Over 5 per cent and up to 10 per cent, rye—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, oats and barley—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, rye—Two cents (2c.) per bushel.

On all grain carrying a return of other domestic grain (C. C. cars) computed on the gross weight of the car additional separating charges as follows:—

Dockage up to 10 per cent (Domestic grain)—Three cents (3c.) per 100 pounds.

Dockage over 10 per cent and up to 15 per cent—Four cents (4c.) per 100 pounds.

Dockage over 15 per cent—Five cents (5c.) per 100 pounds.

Flax cleaned from any other grain containing broken particles that cannot be separated, shall be classified as "Flax and Broken Wheat."

On flax for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On flax carrying a dockage of:—

Up to and including 5 per cent—No charge.

Over 5 per cent and up to 10 per cent—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent—Two cents (2c.) per bushel.

Special Separations

Separations of mixed grains, or straight grade grains to improve grade, computed on gross weight of car—Five cents (5c.) per one hundred pounds.

On all such separations a deduction of one per cent (1%) of the gross weight will be made to cover invisible loss in separation.

Drying Charges

On tough grain—Three cents (3c.) per bushel.

On damp or wet grain—Five cents (5c.) per bushel.

Allowance for Invisible Loss and Shrinkage on all Cars

On all grain received, deductions from the gross weight of each car to cover invisible loss and shrinkage in handling will be made as follows:—

Wheat.. . . .	30 pounds per car
Oats.. . . .	50 pounds per car
Barley.. . . .	50 pounds pre car
Mixed grain.. . . .	50 pounds per car
Rye.. . . .	56 pounds per car
Flax.. . . .	56 pounds per car

All Charges

All charges for cleaning, drying or other treatment will be computed on gross weight of car, for elevation and storage on net weights. All charges accruing after issue of initial completed out-turn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

Bulkheads

On bulkheads for their removal and other additional expense in handling and unloading car—Five dollars (\$5) per bulkhead.

Unloading Sacked Grain

A charge of five cents (5c.) per sack will be made for unloading all sacked grain.

Preparing Cars for Loading

When paper is used in preparing cars, there will be a charge of four dollars (\$4) per each car.

Unspecified Grain

Unspecified grain will only be received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.

Tariffs of charges lower than the above maximum tariffs may be filed with the board by any terminal elevator, but such lower charges shall apply to all grain received at such elevator during the crop year 1931-32.

Signed at Winnipeg, this seventh day of August, 1931.

E. B. RAMSAY, *Chief Commissioner.*

D. A. MacGIBBON, *Commissioner.*

C. M. HAMILTON, *Commissioner.*

J. RAYNER, *Secretary.*

REGULATION No. 17

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on the sixth day of August, 1931, the said board did make the regulations as set out hereunder, in accordance with section 15 (q) and (r), of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, August 22, 1931.

MAXIMUM TARIFF OF CHARGES AT GOVERNMENT INTERIOR TERMINAL ELEVATORS AT SASKATOON, MOOSE JAW, CALGARY AND EDMONTON

For the crop year ending August 31, 1932

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions, and under the provisions of the Canada Grain Act, 1930:

Elevation Charges

On straight grade, tough, damp, or wet grain, not otherwise specified, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days—One cent (1c.) per bushel.

All tough, damp, wet, condemned, heating, heated or fireburnt grain may always be refused. If received and stored, it will be only at the owner's risk of deterioration and under special contract, except that from November 1 to April 1 tough grain will be received and stored under the terms and conditions applying to straight grade grain.

On mixed grains handled as mixtures, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days—One and one-half cent (1½c.) per hundred pounds.

On screenings, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days—Three cents (3c.) per hundred pounds.

On grain unloaded from wagons, or teams, receiving, elevating, cleaning, shipping, insurance against fire, storage for the first fifteen days—One and one-half cents (1½c.) per bushel.

Storage Charges

On straight grade and tough grain, not otherwise specified, including insurance against fire for each succeeding day or part thereof, after the first fifteen days—One-sixtieth of one cent ($\frac{1}{60}$ c.) per bushel.

On mixed grain handled as mixtures, storage, including insurance against fire for each succeeding day or part thereof, after the first fifteen days—One-thirtieth of one cent ($\frac{1}{30}$ c.) per hundred pounds.

On screenings, storage, including insurance against fire for each succeeding day or part thereof, after the first fifteen days—One-tenth of one cent ($\frac{1}{10}$ c.) per hundred pounds.

Screenings

On wheat carrying a dockage of three per cent (3%) or more, after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On wheat carrying a dockage containing five per cent (5%) or more wild oats, a separate return will be made for the wild oats, after deducting therefrom one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste.

On oats and barley carrying a dockage of over five per cent (5%) after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On rye and flax carrying a dockage of over five per cent (5%) after deducting one per cent (1%) of the gross weight of the car to cover outward dockage and waste in cleaning, a return will be made for the balance of the screenings.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from the date of unloading, they may be disposed of for account of whom it may concern.

The holder of warehouse receipts of shut-outs covering dockage shall be entitled to receive such average quality of screenings as shall be determined by the Inspection Branch in accordance with sample tests which shall be made in such manner and when deemed necessary by said branch.

Cleaning Charges

On wheat, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

Dockage under 3 per cent—No charge.

Dockage 3 per cent to 5 per cent inclusive—One-half cent ($\frac{1}{2}$ c.) per bushel.

Dockage $5\frac{1}{2}$ per cent to 10 per cent—One cent (1c.) per bushel.

Dockage over 10 per cent—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

On wheat carrying a return of wild oats computed on the gross weight of the car, an additional separating charge of one-half cent ($\frac{1}{2}$ c.) per bushel.

On oats, barley and rye, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On all cars carrying a dockage of:—

Up to and including 5 per cent—No charge.

Over 5 per cent and up to 10 per cent, oats and barley—One cent (1c.) per bushel.

Over 5 per cent and up to 10 per cent, rye—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, oats and barley—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, rye—Two cents (2c.) per bushel.

On all grain carrying a return of other domestic grain (C.C. cars) computed on the gross weight of the car, additional separating charges as follows:—

Dockage up to 10 per cent (domestic grain)—Three cents (3c.) per 100 pounds.

Dockage over 10 per cent and up to 15 per cent—Four cents (4c.) per 100 pounds.

Dockage over 15 per cent—Five cents (5c.) per 100 pounds.

Flax cleaned from any other grain containing broken particles that cannot be separated, shall be classified as "Flax and Broken Wheat."

On flax, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On flax carrying a dockage of:—

Up to and including 5 per cent—No charge.

Over 5 per cent and up to 10 per cent—One and one-half cents (1½c.) per bushel.

Over 10 per cent—Two cents (2c.) per bushel.

Special Separations

Separations of mixed grains, or straight grade grains to improve grade computed on gross weight of car—Five cents (5c.) per 100 pounds.

On all such separations a deduction of one per cent (1%) of the gross weight will be made to cover invisible loss in separation.

Drying Charges

On tough grain—Three cents (3c.) per bushel.

On damp or wet grain—Five cents (5c.) per bushel.

Allowance for Invisible Loss and Shrinkage on all Cars

On all grain received, deductions from the gross weight of each car to cover invisible loss and shrinkage in handling will be made as follows:—

Wheat.	30 pounds
Oats.	50 pounds
Barley.	50 pounds
Flax	56 pounds
Rye.	56 pounds
Mixed grain	50 pounds

All Charges

All charges for cleaning, drying or other treatment, will be computed on gross weight, for elevation and storage on net weights, all charges accruing after issue of initial completed outturn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

Bulkheads

On bulkheads, for their removal and other additional expense in handling and unloading car—Five dollars (\$5) for each bulkhead.

Unloading Sacked Grain

A charge of five cents (5c.) per sack will be made for unloading all sacked grain.

Sacking Grain

Sacking grain and unloading to cars or other vehicles will be subject to rate agreed upon.

Preparing Cars for Loading

When paper is used in preparing cars there will be a charge of four dollars (\$4) for each car.

Unspecified Grain

Unspecified grain will only be received, stored and treated subject to special charges to be agreed upon at the time subject to the approval of the Board of Grain Commissioners.

Signed this seventh day of August, 1931.

E. B. RAMSAY, *Chief Commissioner.*

D. A. MACGIBBON, *Commissioner.*

C. M. HAMILTON, *Commissioner.*

J. RAYNER, *Secretary.*

REGULATION No. 18

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg, on the sixth day of August, 1931, the said board did make the regulation as set out hereunder, in accordance with section 15 (q) and (r) of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, August 22, 1931.

MAXIMUM TARIFF OF CHARGES TERMINAL ELEVATORS WEST OF CALGARY, ALTA.

For the crop year ending August 31, 1932

Subject to the capacity of the elevator and the nature of its equipment shipments will be received upon the following terms and conditions and under the provisions of the Canada Grain Act, 1930.

Elevation Charges

On straight grade, tough, damp or wet grain, not otherwise specified, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days:—

Flax—Two cents (2c.) per bushel.

Rye—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Wheat, oats and barley—One and one-quarter cents ($1\frac{1}{4}$ c.) per bushel.

All tough, damp, wet, condemned, heating, heated or fireburnt grain may always be refused, if received and stored it will only be at the owners risk of deterioration and under special contract *except* that tough grain will be received and stored under the terms and conditions applied to straight grade grain as provided in the Canada Grain Act.

On mixed grains, handled as mixtures, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days—Two cents (2c.) per hundred pounds.

On screenings, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days—Three cents (3c.) per hundred pounds.

Storage Charges

On straight grade and tough grain, not otherwise specified, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days—One-thirtieth of one cent ($\frac{1}{30}$ c.) per bushel.

On mixed grain handled as mixtures, storage, including insurance against fire for each succeeding day or part thereof, after the first fifteen days—Two-thirtieths of one cent ($\frac{2}{30}$ c.) per hundred pounds.

On screenings, storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days—One-tenth of one cent ($\frac{1}{10}$ c.) per hundred pounds.

Screenings

On wheat carrying a dockage of three per cent (3%) or more, after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On wheat carrying a dockage containing five per cent (5%) or over of wild oats a separate return will be made for the wild oats, after deducting therefrom one-half of one per cent ($\frac{1}{2}$ %) on the gross weight of the car for waste.

On oats and barley, carrying a dockage of over five per cent (5%) after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On rye and flax carrying a dockage of over five per cent (5%) after deducting one per cent (1%) of the gross weight of the car to cover outward dockage and waste in cleaning, a return will be made for the balance of the screenings.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from the date of unloading, they may be disposed of for account of whom it may concern.

The holder of warehouse receipts or shut-outs covering dockage shall be entitled to receive such average quality of screenings as shall be determined by the Inspection Branch in accordance with sample tests which shall be made in such manner and when deemed necessary by said branch.

Cleaning Charges

On wheat, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

Dockage under 3 per cent—No charge.

Dockage 3 per cent to 5 per cent inclusive—One-half cent ($\frac{1}{2}$ c.) per bushel.

Dockage $5\frac{1}{2}$ per cent to 10 per cent—One cent (1c.) per bushel.

Dockage over 10 per cent—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

On wheat carrying a return of wild oats computed on the gross weight of the car, an additional separating charge of one-half of one cent ($\frac{1}{2}$ c.) per bushel.

On oats, barley and rye, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On all cars carrying a dockage of:—

Up to and including 5 per cent—No charge.

Over 5 per cent and up to 10 per cent, oats and barley—One cent (1c.) per bushel.

Over 5 per cent and up to 10 per cent, rye—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, oats and barley—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, rye—Two cents (2c.) per bushel.

On all grain carrying a return of other domestic grain (C.C. Cars) computed on the gross weight of the car additional separating charges as follows:—

Dockage up to 10 per cent (Domestic grain)—Three cents (3c.) per 100 pounds.

Dockage over 10 per cent and up to 15 per cent—Four cents (4c.) per 100 pounds.

Dockage over 15 per cent—Five cents (5c.) per 100 pounds.

Flax cleaned from any other grain containing broken particles that cannot be separated, shall be classified as "Flax and Broken Wheat."

On flax for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On flax carrying a dockage of:—

Up to and including 5 per cent—No charge.

Over 5 per cent and up to 10 per cent—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent—Two cents (2c.) per bushel.

Special Separations

Separations of mixed grains, or straight grade grains to improve grade, computed on gross weight of car—Five cents (5c.) per one hundred pounds.

On all such separations a deduction of one per cent (1%) of the gross weight will be made to cover invisible loss in separation.

Drying Charges

On tough grain—Three cents (3c.) per bushel.

On damp or wet grain—Five cents (5c.) per bushel.

Allowance for Invisible Loss and Shrinkage on all Cars

On all grain received, deductions from the gross weight of each car to cover invisible loss and shrinkage in handling will be made as follows:—

Wheat.. . . .	30 pounds per car
Oats.. . . .	50 pounds per car
Barley.. . . .	50 pounds per car
Mixed Grain.. . . .	50 pounds per car
Rye.. . . .	56 pounds per car
Flax.. . . .	56 pounds per car

All Charges

All charges for cleaning, drying or other treatment will be computed on gross weight of car—for elevation and storage, on net weights.

All charges accruing after issue of initial completed out-turn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

Bulkheads

On bulkheads for their removal and other additional expense in handling and unloading cars—\$5 for each bulkhead.

Unloading Sacked Grain

A charge of five cents (5c.) per sack will be made for unloading all sacked grain.

Sacking Grain

For sacking grain the following charges will be made:—

1½c. per bushel on sacks not exceeding 125 pounds.

2c. per bushel on sacks not exceeding 160 pounds.

2½c. per bushel on sacks not exceeding 220 pounds.

For double sacking one cent (1c.) per sack in addition to above.

For sacking screenings a charge of ten cents (10c.) a sack for sacking will be made.

Sacking of screenings will be done only when conditions warrant it, and the Superintendents of such terminal elevators will be the sole judges of this.

Sacks and twine to be furnished by the shipper or supplied at his expense. In case of machine sewing, one-half of one cent (½c.) per sack will be charged for twine.

Stencilling

A charge of one-half cent (½c.) per sack will be made for stencilling.

Preparing Cars for Loading

When paper is used in preparing cars, there will be a charge of four dollars (\$4) for each car.

Unspecified Grain

Unspecified grain will only be received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.

Tariffs of charges lower than the above maximum tariffs may be filed with the board by any terminal elevator but such lower charges shall apply to all grain received at such elevator during the crop year 1931-32.

Signed at Winnipeg, this seventh day of August, 1931.

E. B. RAMSAY, *Chief Commissioner*,
D. A. MACGIBBON, *Commissioner*,
C. M. HAMILTON, *Commissioner*.

J. RAYNER, *Secretary*.

REGULATION No. 19

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on the fourteenth day of August, 1931, the said board did make the regulation as set out hereunder in accordance with section 15 (f), (g), (t) and (x) of the Canada Grain Act, 1930, and that this regulation cancel and supersede regulations of the board Nos. 3, 9, 10 and 12 as from September 1, 1931:—Published in *The Canada Gazette*, August 29, 1931.

PROCEDURE—COUNTRY ELEVATORS

General

1. The owner or operator of a country elevator shall post in the elevator in a conspicuous place:—

- (a) the licence to operate the elevator.
- (b) the maximum tariff of charges and shrinkage allowances.
- (c) all rules and regulations for country elevators issued by the Board of Grain Commissioners.
- (d) a diagram to a scale of not less than one-half inch to one foot, showing the location and numbers of the several bins in such elevator.

and shall always keep available in a conspicuous place, for reference by any person or persons, so desiring, a copy of the official handbook issued by the Board of Grain Commissioners on the "Sale and Handling of Grain through a Country Elevator."

2. In shipping or delivering any grain stored in a country elevator, the net weight on the ticket or tickets shall be final, unless an investigation by the Board of Grain Commissioners shows a reason for the contrary. The shipper to be paid in case of short shipment up to the amount of his or her ticket or tickets for the full billing capacity of the car, at the same price as the car was disposed of.

3. The owner of the grain can only demand the quantity that the storage ticket or tickets call for.

4. In case there is a dispute as to the weighing accuracy of the receiving scales, it shall be incumbent upon the owner of the elevator to prove that the scales are weighing accurately.

5. All shipping bills for grain shipped through an elevator shall be made out by the elevator agent and the agent shall, if the owner so requests, advise such parties as the owner may instruct.

6. The owner of grain in an elevator, wishing such grain shipped to any point other than a terminal point, or where Government weights cannot be obtained, must accept the elevator weights at the shipping point as final unless it is proved that the shipping weights are not correct. Provided, moreover, the owner of the grain can always demand an affidavit as the actual grain shipped and delivered from the elevator operator and receiver of said grain respectively.

7. No owner or operator of a country elevator or warehouse shall sell, assign, mortgage, pledge or hypothecate any grain stored in such elevator or warehouse, for which storage tickets have been issued, and the owner or operator may be required by the board to produce at any time proper registered warehouse receipts or bills of lading for such grain as has been shipped from the country elevator or warehouse, and for which there is still outstanding storage tickets.

8. No licence will be granted for the operation of any country elevator, the agents or buyer of which is subject to a shortage bond, and in the event of a shortage bond being entered into after licence has been granted, such licence will be subject to immediate cancellation.

9. When grain is stored in a public country elevator for cleaning, under section 113 of the Canada Grain Act, 1930, until such time as it can be cleaned, the elevator operator or manager shall issue in respect thereof a Special Bin Ticket (Form No. 1) Schedule 3 of the Canada Grain Act, 1930, surcharged.

"To be Cleaned Before Being Shipped"

After the grain is cleaned, such ticket shall be surrendered by the holder thereof to the operator or manager who shall then issue such ticket or tickets as may be requested or as the circumstances determine.

Tests for Moisture

10. When it is desired that an official test be made as to the moisture content of any grain a sample not less than eight ounces in weight must be forwarded to the chief inspector or the inspector in charge of any inspection point in a metal airtight container. This sample should be placed in the airtight container immediately the sample is taken from the bulk of the grain which the sample represents.

Special Bin or Subject to Grade and Dockage Grain or where there is Disagreement as to Grade and Dockage

11. The ticket or tickets issued where there is a disagreement as to grade and dockage or where grain has been received subject to inspector's grade and dockage must have incorporated thereon at the time of issue *the grade offered by the elevator owner or operator to the owner of the grain.*

Drawing of Samples

12. In the case of special bin or subject to grade and dockage grain a proper sample must be drawn from each load by the elevator operator at the time of delivery in the presence of the party delivering same, and such sample must be drawn satisfactorily to both the deliverer and the operator, and all such samples must be placed in a suitable receptacle satisfactory to the Board of Grain Commissioners, and must be properly mixed in such receptacle. The receptacle shall be provided by the warehouseman and the sample shall be placed therein in the presence of the owner. The receptacle shall be secured by padlock which the owner of the grain shall provide, and the key of which he shall retain.

The receptacle or receptacles shall, after being locked by the owner of the grain, be kept by the elevator operator or manager in a locked cabinet or store-room, the key of which shall be kept by the elevator operator or manager.

Forwarding for Inspection Samples of Subject to Grade and Dockage Grain

13. A fair and proper sample of at least two pounds shall be drawn in the presence of the owner of the grain from the receptacle and forwarded jointly by the owner of the grain and the manager or operator of the country elevator, in a suitable receptacle, properly tied and sealed and marked "Subject to Inspector's Grade and Dockage," to the chief inspector of grain or the inspector in charge of any inspection point, and shall be accompanied by a request in writing of either or both parties aforesaid that the chief inspector or the inspector in charge of the inspection point will examine the sample and report on the grade and dockage that the grain is, in his opinion, entitled to and would receive if shipped to a terminal point and subjected to an official inspection.

On receipt of samples of grain from the manager or operator of a country elevator, or the owner of the grain, with advice as to the names of the elevator and of the owner of the grain and that such grain has been received at the elevator subject to inspector's grade and dockage, the chief inspector or the inspector in charge of any inspection point shall, as soon as practical, examine such sample or samples of grain and shall make out, in writing, a statement of his decision and shall transmit a copy thereof by mail to each of the parties concerned, preserving the original, together with the sample on file in his office.

The decision of the chief inspector in such cases shall be final.

After receiving the inspector's judgment showing the grade and dockage, the elevator operator, in the case of interim cash tickets shall issue in lieu thereof an ordinary cash purchase ticket on the basis of the grade and dockage given by the chief inspector or the inspector in charge of the inspection point and in the case of subject to grade and dockage storage tickets (Interim Elevator Receipts), shall issue graded storage tickets showing the grade and dockage as given by the chief inspector or the inspector in charge of the inspection point for the full amount of grain so taken into store, such graded storage tickets to bear the same date as the original interim elevator receipt, after which the grain shall be subject to the rules and regulations covering graded stored grain.

14. At the time of delivery of any grain where an interim elevator receipt or interim cash purchase ticket is being issued and it is agreed upon by the owner of the grain and the elevator operator that the grain is tough, damp or wet, and the elevator operator marks such ticket or tickets, "out of condition, tough, damp or wet," then whatever grade such sample may receive from the chief inspector or the inspector in charge of the inspection point, it will still grade "tough, damp or wet."

*Submission of Samples of Special Bin Grain for Examination by
Chief Inspector*

15. On the request made to the manager of a country elevator, within fifteen (15) days after the receipt of the inspection certificate covering a shipment from a country elevator of special bin grain, by the owner of the grain or his agent who considers that the grade placed on his grain is not satisfactory, or who considers that the identity of his grain has not been preserved, both parties thereupon shall forward, charges prepaid and properly sealed, to the chief inspector, the receptacle containing the sample taken at the time of the receipt of the grain in the country elevator. The receptacle shall be plainly marked "special bin grain." The owner of the grain shall forward, under separate cover to the chief inspector, the key of the lock placed on the receptacle. The manager of the elevator shall inform the chief inspector by letter that the sample is being forwarded and shall request him to compare the sample forwarded with the sample taken by the Inspection Department from the car at the time of inspection and to state whether, in his opinion, the identity of the grain has been preserved.

The chief inspector shall compare the two samples of grain and advise the manager or operator of the elevator and the owner of the grain of his opinion as to whether or not the identity of the grain has been preserved. In cases where the chief inspector is of the opinion that the identity has not been preserved, he shall inform the parties concerned of the grade of the sample forwarded from the elevator.

If, after the receipt of this advice from the chief inspector, the owner of the grain and the manager of the elevator or operator cannot come to an amicable settlement, a complaint shall be made to the Board by either of the parties concerned and the Board shall make an order for settlement.

The chief inspector shall preserve both the elevator sample and the sample drawn at the time of inspection *from such period of time* as he considers necessary and convenient.

Signed and sealed at Winnipeg, this seventeenth day of August in the year 1931.

E. B. RAMSAY, *Chief Commissioner*,
D. A. MACGIBBON, *Commissioner*,
C. M. HAMILTON, *Commissioner*.

J. RAYNER, *Secretary*.

REGULATION No. 20

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on the second day of September, 1931, the said board did make the regulation as set out hereunder in accordance with section 15 (q) of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, October 10, 1931.

MAXIMUM TARIFF OF CHARGES FOR HANDLING GRAIN AT EASTERN ELEVATORS

Crop Year Ending August 31, 1932

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions, under the provisions of the Canada Grain Act, 1930, and in accordance with the terms of the licence issued to the manager of the elevator by the Board of Grain Commissioners.

GEORGIAN BAY AND LOWER LAKE PORTS

Elevation Charges

Receiving from vessels or cars, elevating, weighing, and delivering to vessel or cars and storage for the first fifteen days:—

Grain for domestic use—One cent (1c.) per bushel.

Grain for export use—Three-quarters of one cent ($\frac{3}{4}$ c.) per bushel.

Storage Charges

For each succeeding period of ten days or part thereof after the first fifteen days—One-quarter of one cent ($\frac{1}{4}$ c.) per bushel.

Except that on all grain unloaded between the 1st of January, 1932, and the 31st of March, 1932, both dates inclusive, there shall be thirty days free storage and a charge of one-quarter cent ($\frac{1}{4}$ c.) per bushel for each succeeding ten-day period, or part thereof, until the 31st March, 1932.

UPPER ST. LAWRENCE GROUP (PORT COLBORNE, PRESCOTT, KINGSTON)

Elevation Charges

Receiving from vessels, including shovelling, elevating, weighing and storage for the first fifteen days—\$5.50 per thousand (1,000) bushels or .00550 per bushel.

Receiving from cars, including elevating, weighing and storage for the first fifteen days—One cent (1c.) per bushel.

Discharging to vessels, including elevating, weighing and trimming—\$3 per thousand (1,000) bushels.

Discharging to cars, including elevating, weighing and delivery to the car—One cent (1c.) per bushel.

Storage Charges

For each succeeding period of ten days or part thereof after the first fifteen days—Four-tenths of one per cent per bushel ($\frac{4}{10}$ c.).

Except that on all grain unloaded between the 1st of January, 1932, and the 31st of March, 1932, both dates inclusive, there shall be thirty days free storage and a charge of three-eighths of one cent ($\frac{3}{8}$ c.) per bushel for each succeeding fifteen-day period or part thereof, until the 31st of March, 1932, after which date the charge will be four-tenths of one cent ($\frac{4}{10}$ c.) per bushel for each succeeding ten-day period, or part thereof, until the 31st of August, 1932.

LOWER ST. LAWRENCE GROUP (MONTREAL, QUEBEC, SOREL)

Elevation Charges

Receiving from vessels, including shovelling, elevating, weighing and storage for the first ten days—\$6.25 per thousand (1,000) bushels.

Receiving from cars, including elevating, weighing, and storage for the first ten days—\$6 per thousand (1,000) bushels.

Discharging to vessels or cars, including elevating and weighing—\$4 per thousand (1,000) bushels.

Storage Charges

For each succeeding days one-twenty-fifth of one cent ($\frac{1}{25}$ c.) per bushel per day except after 1st of December, 1931, when charges at regular rates for storage amount to one and one-half cents ($1\frac{1}{2}$ c.) per bushel, no further charge will be made until the 16th of April, 1932.

ATLANTIC PORTS (SAINT JOHN AND HALIFAX)

Elevation Charges

Receiving, elevating, weighing, delivering and storage for the first ten days—One cent (1c.) per bushel.

Storage Charges

For each succeeding day after the first ten days—One-twenty-fifth of one cent ($\frac{1}{25}$ c.) per bushel, except that on export grain held in storage after 1st of May, 1932, the total subsequent storage charges shall not exceed one and one-half cents ($1\frac{1}{2}$ c.) per bushel up to and including 30th November, 1932.

General

Shovelling grain on vessels (when inclusive charge not made)—\$4 per thousand (1,000) bushels.

Turning (each operation) $\frac{2}{5}$ c. per bushel.

Cleaning (each operation) 1c. per bushel.

Bulkheading or separating, and less than carload shipments—One-half cent ($\frac{1}{2}$ c.) per bushel in addition to usual elevation charge, exclusive of cost of material required for bulkheading or separating.

Sacking—Three cents (3c.) per bushel (owners of grain to supply sacks).

Drying (except salvage grain)—\$50 per thousand bushels.

Charges for drying salvage grain, handling ground grain and grinding, shall be subject to special arrangements to be made by the owner or shipper of the grain with the operator or manager of the elevator.

Conditioning by cold blast treatment—One cent (1c.) per bushel.

Elevation and drying charges will be computed on the weight of the grain as taken into the elevator. Storage will be assessed on the weight after drying, loss of weight in drying to be borne by the owner of the grain.

Service required after the usual working hours on week days and on Sundays and legal holidays will be subject to special charges to be arranged between the manager of the elevator and the owner or shipper of the grain.

The rates per bushel shall be assessed on the following weights:—

	Lbs.
Wheat.. . . .	60
Oats.. . . .	34
Barley.. . . .	48
Corn.. . . .	56
Flax.. . . .	56
Rye.. . . .	56
Oat Scalpings.. . . .	34
Screenings.. . . .	48
All other grains.. . . .	60
Buckwheat.. . . .	48

Tariffs may be filed with the Board lower than the maximum but such tariff shall apply to all grain received at such elevator during the Crop Year 1931-32.

Signed at Winnipeg, this eighth day of September, 1931.

E. B. RAMSAY, *Chief Commissioner.*

D. A. MACGIBBON, *Commissioner.*

C. M. HAMILTON, *Commissioner.*

J. RAYNER, *Secretary.*

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OF THE

Board of Grain Commissioners
for Canada

FOR THE YEAR

1931



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